OFFICIAL PLAN REVIEW

REGIONAL DEVELOPMENT STRATEGY

LISTING OF WRITTEN SUBMISSIONS

RELATIVE TO

PUBLIC HEARINGS

OCTOBER 16 & 23 1984

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A BRIEF AND PETITION IN RESPONSE TO THE
REGIONAL DEVELOPMENT STRATEGY
FOR THE
REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

Submitted by:

Action Britannia
October, 1984

FOREWORD

Action Britannia has followed the information provided on the Regional Development Strategy, through Britannia Hard Services Committee. Action Britannia supports Britannia Hard Services brief and is submitting this brief to complement theirs. The accompanying petition shows that there is wide support for having the Britannia Parkway/Arterial deleted from the Strategy and Plan.

Estelle Myhal
Acting Animator
Action Britannia

General Comment on Transportation Planning:

The transportation planning for the Region Development Strategy for the Regional Municipality of Ottawa-Carleton appears to have been done without consideration of environmental factors, of the historical and natural attributes of areas, or the value of a recreation area to the Region. It appears that the transportation planning considered only getting from home (outside the green belt) to work (in the downtown core) with as little difficulty as possible and other public interests as irrelevant. Responsible transportation planning can not be done that way. Such an approach is in conflict with the R.M.O.C. policies on Conservation, Recreation, Water Resources and Public Transit.

Britannia Arterial/Parkway:

The 1974 Official Plan of the Regional Municipality of Ottawa-Carleton stated that the Britannia Arterial may be needed at one million population. The transportation Study in 1977-78 states that the Britannia Arterial is required if ever at one million population.

If the Britannia Arterial/Parkway's need is so marginal at one million population, why is it still marginal at eight hundred thousand population in the Regional Development Strategy?

The Britannia Arterial/Parkway would marginally improve the Region's automobile transportation - which can be met by other ways. The Region was directed by the Ontario Municipal Board to look at all alternatives before looking at the Britannia Conceptual Link.

To weight a marginal improvement to transportation, against the immediate drastic effects and long term repercussions to recreation, conservation and water resources in a seventy percent tenancy residential area is not in the general publics interest. For Britannia residents, the quality of life will decrease considerably, and for neighbouring Ottawa and Nepean residents, recreational resources will be curtailed and wildlife habitates lost.

More specifically, the Britannia Arterial/Parkway would result in:

i) **The expropriation of a good portion of Belltown and the loss of an important feature of the Belltown Neighbourhood Improvement Programme - the waterfront park.**

Grandeur Park, a focal point of Belltown, along the National Capital Commission Bicycle Path and a good number of homes recently built in close proximity to the path will be lost.

ii) **The disruption of the National Capital Commission cycling path and the historic Rideau Hiking Trail.**

iii) **The eventual destruction of the Conservation Area, north of Belltown, where migratory birds feed and rest, through traffic noise, pollution, road run-off and general increased disruption.**

iv) **The severing of the rejuvenated Britannia Park, making access from the recreation area to waterfront facilities and Lakeside Gardens difficult.**

Since 1979, the City of Ottawa has made over one million dollars of planned improvements in the Park resulting in it becoming a thriving place of recreation for all seasons. As a result of the Regional Quality of River Water Study and the City of Ottawa's further studies, it is possible another million may be spent in further development the next few years to ensure water conditions for swimming.

v) **A decrease in access to Britannia Village.**

There is only one road to Britannia "Village" and already there is concern about emergency vehicle access in time of crisis. A roadway crossing Britannia Road with through traffic will severely hinder pedestrian, school children and vehicular traffic in and out of the "village".

vi) **The eventual demise of the Britannia Woods Conservation Area.**

The City of Ottawa is in the process of having a study done on Mud Lake as to ascertain whether it can be subjected to more storm sewer effluent. At this time the results are not available but it shows a genuine concern on the part of the City of Ottawa about keeping Mud Lake alive and

well. The noise, the pollutants, the spray, etc., of an arterial passing immediately beside the Lake will have detrimental effects on it and Britannia Woods. An arterial would also hinder the walker, cross country skiier and snowshoer's access to the conservation area.

The Britannia Arterial/Parkway and costing must be removed from the R.M.O.C. Strategy paper. Green places provide a psychological respite in todays busy society. In the future, such natural resources and recreational land in urban areas will increase in value as the Regions population grows and sprawls out. Once gone, these resources are irreplaceable.

Optimal use must be made of present roads, before the planning of new roads is considered.

Rapid transit must be made more appealing to increase ridership and decrease private car use.

ACTION BRITANNIA SUBMITTED A 29 PAGE PETITION WITH THEIR BRIEF, WHICH IS ON FILE WITH THE SECRETARY, PLANNING COMMITTEE.

THIS PETITION REQUESTS DELETION OF THE BRITANNIA ARTERIAL PARKWAY FROM THE OFFICIAL PLAN AND FROM THIS REVIEW.

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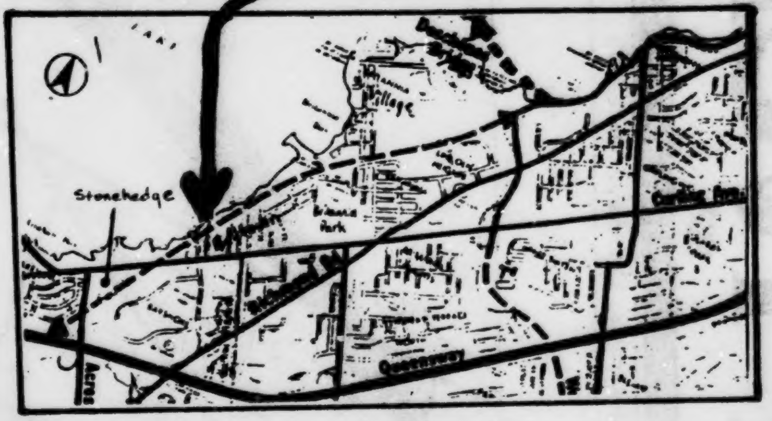
Planner's still want the Arterial


Stonehedge
Village
Park
Carling Ave
Queensway

It can mean:

- EXPROPRIATION OF BELLTOWN PROPERTIES
- DESTRUCTION OF GRANDEUR PARK
- CUTTING THROUGH BRITANNIA PARK
- CUTTING AROUND STONEHEDGE
- MORE DIFFICULT ACCESS TO BRITANNIA VILLAGE
- ENDANGERING BRITANNIA WOODS CONSERVATION AREA AND MUD LAKE
- DESTRUCTION OF THE WILDLIFE FEEDING AREA OPPOSITE BELLTOWN
- loss of the Bike path and Rideau Hiking Trail

The Olde Forge Flyer
11,000 circulation
October 1984
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Vol. 7 No. 2

Mrs. Fromo.
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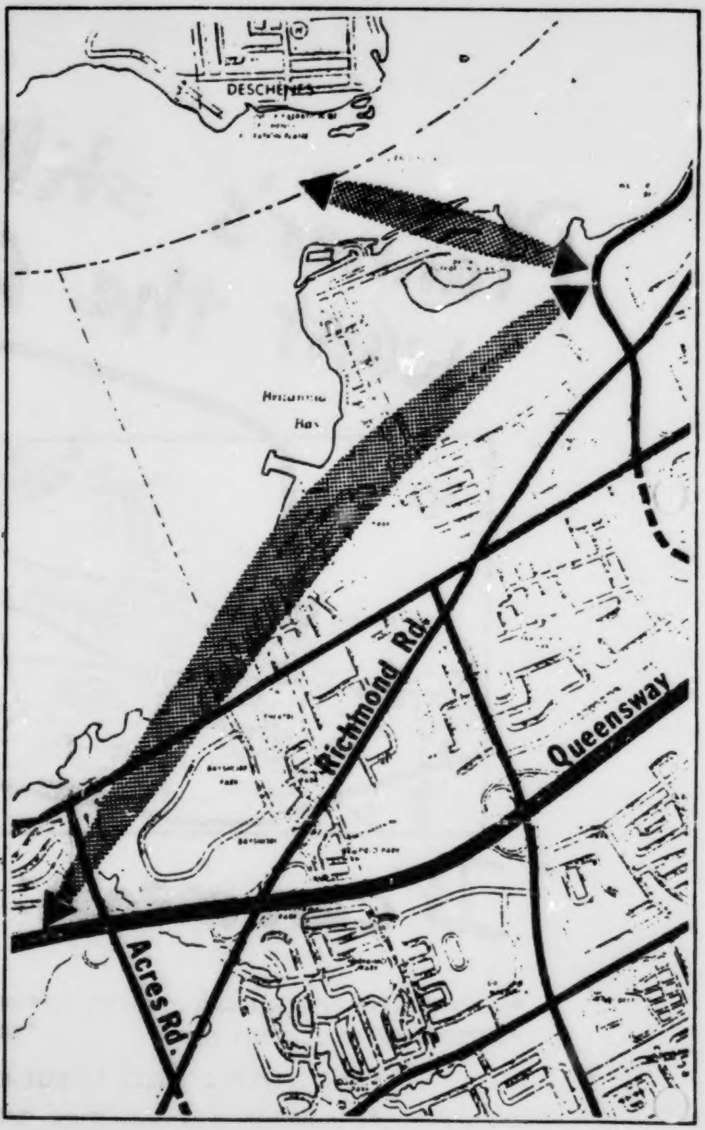

Paved with Good Intentions?:

"Britannia Arterial" Returns

During the 1970's, Britannia residents fought hard to have the proposed Britannia Arterial removed from the official plan of the Municipality of Ottawa-Carleton -- now the issue is back.

The Region is once again proposing to build the arterial, a major connecting highway between the western parkway and outlying western suburbs, only now it is called the Britannia Parkway. This proposed parkway would run along the NCC bike path and effectively destroy the characters of both Belltown and Britannia neighbourhoods. The cost of the proposed route is $25 million.

A group of residents is renewing the fight with the Region on this matter, but the Regional Chairman and staff are firm that the Britannia Parkway will stay in the official plans. A brief deploring the parkway has been prepared for presentation to a public hearing on the region's official plan, to be held October 16th.

For more information contact Estelle Myhal 820-4693.

ACTION VANIER'S BRIEF TO THE REGIONAL PLANNING COMMITTEE

To begin, I wish to thank the Regional Government and its Planning Board for this opportunity. Action Vanier Incorporated has great respect for those people that are responsible for the development and revision of the Regional Plan. It is not always easy to satisfy all of the interest groups that may feel the plan, or process of planning, is unfair. To decide in favour of one group may result in deciding against another group. Public hearing sessions, such as this one, may simply turn into forums where old problems and criticisms are restated and new solutions are either impractical or simply not forthcoming. It is with this in mind, that we wish to make a brief presentation to state what we believe is a problem and where we feel Regional Government should look for a solution.

We think that the Regional Plan has been developed in a limited framework that has not accounted for a socio-cultural perspective. This is understandable, when one considers the mandate of Regional Government and more specifically Planning Board, but the problem of accommodating, transporting and employing an ever increasing population also lends itself to the simplest possible solution, as set forth by planners and engineers. For example, when reviewing the eleven recommendations set forth by the Planning Commissioner, Mr. J.M. Wright, at least five of them are impacted on by the socio-cultural structure of our community. Yet,

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ACTION VANIER INC. 7068-250 DUROCHER ST VANIER ONTARIO K1L 8E2.

I feel that this perspective was not considered at the time these points were formulated. This is a case of planning from one perspective only and it can be very costly. The planning process gains its credibility from statistical data and those responsible for the planning process view social or cultural factors as unmeasurable data. This always puts the argument of a wider perspective in doubt. Perhaps if I use an example, my point will be made clearer.

As many of you are aware, the San Francisco area decided to solve their growing transportation problems in the 60's with a rapid transit system referred to as the "Bay Area Rapid Transit System" or BART. The planning department followed standard operating procedure by collecting statistical data through the use of a simple survey that asked San Franciscans if they could use such a system. There was an overwhelming YES response and so the system was built at great cost. To justify this cost, planners referred to statistics that showed a need and large projected ridership. When in its first year of operation, BART ridership was depressingly low, the planners were at a loss to explain. A second survey was conducted which indicated the problem. Apparently, respondents had answered positively to the first survey in the hope that such a system as BART would be used by neighbours and friends, thus reducing traffic on congested roadways, which in turn would allow the respondent to continue using his or her own car. Had the planners understood what the manufacturers of automobiles knew, they would not have fallen into this costly trap, and that is simply that the automobile is a part of the North American culture. As a planner, how do you measure statistically or even argue sensibly the old saying "America has a love affair with the automobile". Nevertheless, by ignoring a cultural perspective, the planning process was not properly completed. Planning without an overall perspective is like judging distance with one eye closed; it cannot be done well.

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Let us look at some of the eleven recommendation points as examples that are closer to home. It is felt that the Regional Development Strategy should be based on a growth of 625,000 to 725,000 people. This assumes an equal growth in industries, government and retail businesses. As the Ottawa area, being the country's capital, must display, due to the federal government, an increased bicultural atmosphere it is safe to assume that a good percentage of those increased numbers will represent French-speaking Canadians. This will in turn attract French-speaking professionals, retail operations, service businesses, etc. Yet, with the possible disappearance of the only French municipality in the Region and with no real political clout in Ottawa, where presently only two wards of fifteen have French-speaking aldermen and populations, the Region has little appeal to French Canadians, thus the growth in this case will probably go to Hull, Aylmer and Gatineau. This will impact not only on projected growth numbers but on transportation and the modal split concept. Bilingualism is a cultural fact. Its existence in the work place is growing. Planners may have to consider the concept of a growing number of jobs within the Region being filled by persons from outside the Region, forcing them to provide more interprovincial transportation links. If, for example, the proposed South urban community becomes and English enclave, it may be difficult to attract government or business that want the advantage of bilingualism. The modal concept will not work if French-speaking workers must commute because they do not wish to live within a community, or if businesses refuse to relocate to a community where they cannot find local employees that are bilingual.

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I feel that if the planning process in our Region is to be effective, more scope must be given to Regional Government and its Planning Board. Without this, our planning process will continue to suffer the costs and projection errors that have plagued the process in the last ten years and which may continue in the next ten years. Real and comprehensive planning will probably be impossible without a major realignment of government in the Region and this is unrealistic. However, Regional Government might consider this idea. In conjunction with the planning process they might produce a set of scenarios based on a socio-cultural perspective. These would not impact on the planning process as it presently exists, although it might give organizations such as **ACTION VANIER** more ammunition to fire with, rather it would provide bench-marks for the review processes of the future.

In ten years time, planners will be able to say to themselves, this scenario, or that scenario, more closely describes what happened to the Regional Development Plan and therefore, in our revisions we should consider the socio-cultural aspect dealt with by the relevant scenario so that we might better be able to know what to expect in the future. In summary, **ACTION VANIER** would like to see a wider perspective in the planning process that would account for the socio-cultural aspects or our region and perhaps a form of "think-tank" style scenario might be one method employed to do this.

Thank you!

October 16,1984

October 10th, 1984.

Mr. B. O'Gorman,
Secretary, Planning Committee,
Regional Municipality of Ottawa-Carleton,
222 Queen Street, Floor 14,
OTTAWA, Ontario.
K1P 5Z3.

Dear Mr. O'Gorman:

I am writing this letter in support of the submission, entitled "Submission to Regional Council on the Transportation Componant of the Regional Development Strategy of the Official Plan Review", by E. Subissati, dated October 5th, 1984.

Recently, I was involved in the organization of a Bus Committee in the Arbeatha Park/Lynwood Village communities in Nepean, to try to stop a new bus route, namely #165, from running through these 2 communities. This service was finally terminated on August 1st, 1984, after a year long fight.

Our Committee received the support of Mayor Ben Franklin and Nepean City Council. The Works Department of the City of Nepean conducted a Transit Study in our area, which was sent to OC Transpo in May, 1984. This study recommended that and I quote:

> "In summary, we believe the transit usage within the Lynwood/Arbeatha Park communities does not warrant the continuation of this service from a cost benefit point of view. It must be recognized that if the transit service does, in fact, continue in the community, rehabilitation measures will have to be implemented at an earlier date. Given the low usage this does not appear to be a viable trade-off".

Given this type of recommendation, backed with the Mayor and City Council, you would assume that OC Transpo would take the responsible position and not impose any further unnecesaary financial burden on the taxpayer, as this route did not meet the minimum revenue/cost figure of 30%. Instead, they proposed to reduce the service considerably, and assumed that the existing ridership would still be maintained. This assumption was not logical, which was pointed out by Peter Clark, the representative for Cumberland at the Transit Commission meetings. Fortunately, with this type of information the majority of the members of this Committee voted to take this bus service out of these 2 communities.

We, the taxpayers in our area are very concerned that we are paying for other routes that the ridership does not meet the 30% minimum cost/revenue figure, and object to empty busses running all over the region, especially early in the morning and late at night through residential areas.

As reported in Mr. Subissati's submission, many residents are concerned about the vibrations caused by bus traffic and the serious disruption to the quality of living in quiet residentail areas caused by the noise, not to mention the pollution of this type of vehicle.

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In summary, we want some responsible, independent audit committee set up immediately, to ensure that the taxpayer is not being taken for a ride, and that members of this committee should include interested members of the general public as well as Regional politicians that are not presently sitting on the Ottawa-Carleton Transportation Commission. This Committee should work closely with the various community associations throughout the region, to ensure that the taxpayer is getting some say in how his money is being spent.

Yours sincerely,

Linda Logan

Linda Logan,
129 Arbeatha Street,
NEPEAN, Ontario.
K2H 6J3.

(Arbeatha Park--Bus Committee)

OTTAWA-CARLETON
RECEIVED
OCT 9 1984
CLERK'S DEPARTMENT

I am Grace Blackburn, Liaison/Coordinator of these (EXHIBIT A) 20 or more Community Associations and other large groups whose supportive letters request immediate opening of the Alta Vista East (Hospitals) Parkway for cars, buses and later electric rail, so designated in the Official Regional Plan for Ottawa-Carleton as its Scheme "C" since 1974, and by far the most urgent and important single factor to the orderly social and economic development of the entire six-city National Capital Region for these, among many other reasons:

***** (1) To provide the only possible means of solving multipollutant caterpillar action traffic gluts throughout the Region including those on our hazardously overloaded, aging and ailing Queensway which runs crosswind and to windward of most of Ottawa's housing because no IMPACT STUDY, environmental or meteorological, preceded its installation....which belonged, instead, on either Inner or Outer Ring Road, to leeward of Ottawa's housing.

***** (2) To save taxpayers the horrendous cost of two entirely separate transportation corridors in the Southeast Sector or "Leg" of any transit system, instead of the one alone needed, wanted and recommended in the invited public input of written and verbal briefs openly declared by the 1978 Chairman of Regional Transportation Committee "probably never equalled anywhere in Canada in quality and quantity". Immediate opening of the Parkway would eliminate both the need and the cost of two roadways instead of the one; two sets of lighting and drainage; two sets of buses, feeder buses and their drivers; two sets of maintenance and costly, obstructive (on C. N. route) snow clearance, as well as two high and hazardous stairways for two successive feeder bus stations on C. N. route illogically placed little more than a block apart. It would also avoid the very costly and traffic-obstructive deepening by 14 ft. of the Smyth Road railway underpass, already hazardous during snowfalls which sometimes stop traffic altogether for hours.

***** (3) To provide the only north-south evacuation corridor other than hopelessly intersected and cluttered Bank Street during emergency in war or peace for all of "core Ottawa", the nation's highly strategic and vulnerable Capital: Uptown; Lowertown; Sandy Hill; Centretown; Glebe; Ottawa South; Ottawa East and the huge Southeast Sector housing the massive Health Sciences Centre of four hospitals and its related buildings being added to steadily over the next 20 years...also by far the largest non-pollutant industry pocket in the entire six-city region, and the largest by far set of mixed housing developments already there as well as much more projected housing reaching toward City of Gloucester.

Economically on-grade and double-access throughout to both its roadway and transit, this Parkway running through each of these huge employment nodes and population centres would serve them as the single-access C.N. busway-only route cannot, skirting as it would the region's very perimeter, where the managers of the only so-called "activity centres", Riverside Community Hospital and Billings Bridge Plaza immediately declared a C.N. busway useless to their staffs, patrons and visitors because their approach is definitely perpendicular to the proposed route; and the retired former director of Data Centre reported that the building was now mostly storage since staff was moved elsewhere long ago.

When General Worthington set up EMO (Emergency Measures Organization) soon after World War II, he deplored as a disgrace to the nation that its Capital lacked such corridor. With all lanes declared outbound in emergency

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at Queensway speed, exit could be made from the Rideau St./Nicholas area to Highway 31 and City of Gloucester in ten minutes, bypassing all of Bank St.

Although the Parkway's primary urgency was written into the Greber Plan in 1950 and the Official Regional Plan since 1974, its non-implementation remains a reprimand to any and all purportedly implementing and reviewing this Plan, either ignorant of or sidetracking the heavily researched and documented invited public input, and thus in unacceptable violation of the Plan's GOALS FOR THE REGION and its PRINCIPLES AND AIMS stated at outset.

***** (4) For protection of life, health, property and environment (and ecology) and the convenience and safety of all individuals and agencies charged with this protection. These include: Emergency Planner for the Region; Dominion Fire Marshall responsible for fire protection planning for all federal government buildings throughout the Region; the police; firemen; ambulance drivers; users, outpatients, visitors and workers at the massive Health Sciences Centre serving all of Eastern Ontario and Western Quebec 24 hours a day, seven days a week, two of whose three shifts must travel by night by tortuous and hazardously glutted time-and-fuel-wasteful alternate routes including residential Alta Vista Drive; Main St./Smyth and traffic-overloaded Bank St. with its many residential zones now suffering undue pollution of air, noise, vibration and visual pollution day and night.

For lack of this Parkway, a one-house fire on Rich Little Drive became a hazardous four-house blaze in the eight minutes required for closest fire equipment to arrive. (Ideal time/space proximity is two minutes.)

***** (5) To provide space on the Parkway's vast and vacant corridor (500-1000 ft. wide, and much wider still at Walkley Road and Conroy) for desperately needed and requested additional or relocated fire stations outside central Ottawa with rapid linkage to all sectors of "core Ottawa", also linkage to Highway 31/Gloucester by Conroy Road, as well as the Western Parkway by new Rideau River Crossing. These linkages are urgently needed by police; firemen; ambulance drivers as well as for general public approaching the Hospitals Complex and largest industrial pocket...the largest existing and projected employment nodes on any segment of the Plan's regional roads and transit system.

***** (6) To open up, alongside the Parkway, the largest available and affordable in-city land for mixed housing so desperately needed to alleviate Ottawa's near-zero housing vacancy situation, which remains a disgrace to City and Region, as to Ontario's Minister of HOUSING AND MUNICIPAL AFFAIRS, Hon. Claude Bennett...the sitting member for Glebe; Ottawa East; Ottawa South and South Ottawa, all requiring the lessening of through traffic which only the Parkway's opening can make possible.

***** (7) To avoid the otherwise impending devastation on C.N. busway of unique, historic Sawmill Creek with its many hundreds of beautiful trees and shrubs, its prized nature trails and wild life habitats including those of rare Snowy Owl photographed by a nearby resident.

***** (8) To avoid attempted construction on C.N. route of a six-per-minute publicly rejected diesel busway on leda clay (40 ft deep just to water level) forbidden to any use other than (a) farming without buildings; (b) recreation without buildings or (c) forestry, in both Official Regional Plan (see its Soil Map) and the 1924 Soil Study of Ottawa-Carleton whose displayed maps are still consulted by every reputable builder or planner.

Some idea of the unthinkable cost to the taxpayer of this forbidden proposal can be gained from engineers asked to assess proposed reconstruction of the

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dangerously upheaved Airport Parkway, also built on treacherous leda clay which has buried alive workmen in the area, one of them with his heavy earth-moving equipment. The engineers reported that even if the exceedingly costly and hazardous replacement were done, it could not be guaranteed: that particularly costly and hazardous would be the one overpass and one overpass. The C. N. busway would entail 14 overpasses and underpasses on leda clay. (Fourteen!) Only two, at most three, would be required on the Alta Vista East (Hospitals) Parkway, none on leda clay. Like most of the other route comparisons catalogued herewith, this obviously colossal difference in construction costs was being withheld from mass media, taxpaying citizens and their elected representatives on Ottawa and Regional Council during their decision-making. Also withheld was the incredibly conflict-of-interest fee to be exacted by the outside consultants who dominated Regional "Study" Team 4-3. This was to be, not the per diem nor contractual fee recommended by Engineering Institute, but a whopping 1% of CONSTRUCTION COSTS of each of the two routes...including those 14 overpasses and underpasses on leda clay. All the more shameful is that while Council was deciding route choice for Southeast Sector without benefit of these crucial factors and upon the false information that costs and other considerations were very close on both routes, a carefully uncirculated "Study" Team "Task 2902A Report" was already acknowledging the C. N. route to involve 40% greater cost per mile. Proof of the timing lies in the April 1978 clipping about Council deliberations and the April 1978 date on Task 2902A Report.

***** (9) To save the taxpayers the lifting and resetting (C.N. busway only) of 2300 ft. of live passenger railway line, for which permission had been neither sought nor granted as required under Railway Safety Act, as witness a letter and exerpt from the Act sent to the public by Mr. Green of the office concerned, and letter from Manager of C. N. operations in Montreal stating that C. N. had never been approached nor consulted, as claimed by "Study" Team spokesman, Bonsall in response to Councillor MacQuarrie's query.

***** (10) To avoid expropriation at taxpayers' expense (C.N. route only) of the 119 choice homes belatedly admitted to, not during public input and Regional Council deliberations, nor during month-long OMB "hearing", but in the three-months-delayed OMB Report...a much greater number of such expropriations, as well as the legally required IMPACT STUDY itself, was missing from the presentations by "Study" Team...the comparison criteria required of every proper Environment Factors study...Air Pollution; Topography; Relative Elevations of routes; Prevailing Wind and Local Atmospheric Characteristics...the full IMPACT STUDY to which citizens are fully entitled under Ontario's Environment Protection Act of 1971 and Environment Assessment Act...has still never been produced.

Such terribly costly and totally unjustified house expropriations in the face of Ottawa's near-zero housing vacancy rate...in the very riding of the Ontario Housing Minister remains totally unacceptable to the taxpaying electorate and must now be avoided through these very deliberations if the planners involved are not to lose their credibility along with their creditability. Nothing before us has so high a priority.

****** (11) To avoid violation of Regional Plan's assurance that no transportation corridor may be introduced into any completed R1 or R7 housing developments like those along the three-mile Alta Vista land rise (C. N. route busway) where many hundreds of units in the ten highrise apartments and condominiums would face directly into, at very close range, the multipollution and all night lights and snow removal lights on the totally unbermable, 70-80 ft. wide corridor, as would inhabitants of many hundreds of choice homes...a situation and violation not to be encountered on the very broad and totally bermable Parkway.

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***** (12) To provide the shortest and most direct route from mainstream Highway 401 between Montreal and Toronto, also from the New England States into downtown Ottawa's Rideau Convention Centre to remove it from deficit financing at taxpayers' expense, business and public sectors equally bearing the load...also to give to visitors, tourists and potential new businesses and industry access to either of the proposed relocations of the Central Canada Exhibition Association Grounds where year-round expositions, fairs and trade fairs, close by the largest pocket of industry, will attract many new employment-producing ventures to that pocket and the Region, much to the advantage of our tax base, and that of City of Gloucester, so needy of it.

In the entire six-city National Capital Region, and throughout the Official Regional Plan, there is no single or multiple prospect even approaching this Alta Vista East (Hospitals) Parkway for enhancing in every possible way the attractiveness of the nation's Capital, nor of fulfilling every one of the most pressing priorities and potentials before us today in our review of this Official Plan.

To this end, my cohorts and I, and the many Citizen Associations of both West Ottawa and Core Ottawa as well as Southeast Ottawa, who recognize the prime importance and urgency of immediate opening of this Parkway, urge that each one of us involved in this review examine without delay this corridor, at Walkley Road intersection with Conroy Road extension of Parkway, and weigh the great saving to the taxpayer involved in its implementation. Even without Ontario grants of 75% of costs for its busway; 40% for its roadway and 90% for its light rail (when needed) it is obvious that immediate cancellation of the obsolescent, entirely superflous second busway (C.N.) with its 14 overpasses and underpasses will amount to a saving which will more than pay for the whole Parkway, and this quite apart from the huge savings on expropriation of those homes Ottawa simply cannot afford to lose.

With the Parkway so obviously the means of simultaneously addressing the very items foremost in this current Plan review, it is natural to ask by what means so phenomenal an invited public input of briefs evaded the attention of the Ottawa and Regional Councillors. While at earliest public meetings printed assurance was given to the public that these briefs were to have bearing upon the "decisions of Regional Council", only seven of 1978 Council's 31 were ever exposed to it. Yet all were asked to vote on the diametrically opposed view of the self-interest, profit-motivated "Study" Team's outside consultants.

Only half of Regional Transportation Committee plus Chairman turned up to hear the public's crucial final input, yet those who missed it were invited to vote a week later. So superior was the public input to that of "Study" Team that all who heard it voted against "Study" Team's C.N. diesel busway with but one exception...the Southeast Sector's own alderman who, at very first public meetings had openly declared a predecision in Toronto for C.N. route: his own totally unresearched choice. The people knew at the outset that if this were so, Ontario Cabinet, particularly their own member, Hon. Claude Bennett had in mind a complete wipeout of the democratic process: that under the system of Regional Governments set up by the Ontario Conservative Government, under Chairmanships neither elected by nor responsible to the taxpaying electorate, democracy was neither existent nor possible. In the years since, they have had not the slightest indication to the contrary.

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Indeed, should those gathered here require further indications of the Toronto predecision which cut off the democratic process at every level of presentation of public input including Appeal to Cabinet on OMB "Hearing", they can be provided with a truly shocking array. These proofs include two showing that Ontario Municipal Board members perjured themselves in claiming they had neither received nor heard of the thick pack of invited public briefs from Southeast Sector. One proof of their perjury is a verified copy of a Regional ledger entry showing a second shipment direct to OMB through their secretary, Mr. K. Andrews. The other is Mr. Andrews' reply to my enquiry as to whether this had been received, admitting its receipt and passage to Mr. D. and Mr. L. This shipment and the earlier one were in addition to two sent to OMB through Mr. Bennett's office. Regional lawyer Kelly maintained that Mr. Bennett had returned the one set of these to Region and that "the other is still in Bennett's office." (before four witnesses)

When the shocked Dr. Walker, head of the Health Sciences Complex of hospitals, was told by me that he had but two days to submit a brief requesting opening of the Parkway, on which sites of all these hospitals had been carefully selected for the Parkway's great advantage to them, he could not at first believe that our alderman, a member of the hospitals' Board of Directors would not have notified him of such important opportunity. He had time to submit only one page following board meeting.

The letter is dated Feb. 21, 1978, the day before even the written briefs were called. Yet it reads: "At a meeting of our Technical Advisory Committee held today, your representative, Mr. Brendan Reid, indicated that the preferred Rapid Transit Route for the Southeast Corridor according to the Transportation Committee would be that known presently as the CN Route.
The Technical Advisory Committee of our Board strongly feels that the number of staff, patients and visitors generated by the Ottawa Health Sciences Centre complex would be sufficient to warrant implementation of the Alta Vista/Hospital Route, as opposed to the C.N. Route."

There are other proofs of the cutoff of democracy even at Cabinet level during the eightfold people's appeal in which West Ottawa Community Associations had joined in request for immediate opening of the Southeast's Parkway. They are available if needed. Let us turn, then, directly to what the public did recommend: the immediate opening of the Parkway for all the foregoing reasons and many more. Let us read also the framed item WARNING, all in capital letters, as the concluding statement in the 25-page summary of 44 submissions on the Official Regional Plan by our preceding group. The warning is that if Regional Government attempts to operate without the full and ongoing public participation at every stage of the Plan's implementation clearly required under its PRINCIPLES AND AIMS and its GOALS FOR THE REGION this government set up by the provincial Conservatives will have destroyed its viability as well as its credibility.
Within three years came our alderman's declaration of Cabinet (or Mr. Bennett's) predecision. Our first priority, then, is immediate examination of the public's heavily researched recommendation for immediate opening of this Parkway, as the means of addressing all our major objectives.

October 9, 1984

830-2

October 5, 1984.

Mr. Barry McGorman,
Secretary,
Regional Planning Committee,
Regional Municipality of
Ottawa-Carleton,
222 Queen Street,
Ottawa, Ontario.
K1P 5V9

OTTAWA-CARLETON
RECEIVED
OCT 9 1984
CLERK'S DEPARTMENT

Dear Mr. McGorman:

The Britannia Hard Services Brief for the Second Round of the current Official Plan Review is enclosed.

It would be appreciated if time could be set aside in the late afternoon of October 16, 1984, at say 4:30 p.m., to hear our oral presentation.

Thank you.

Yours sincerely,

J. J. Courtney

J.A. Courtney,
Chairman,
Britannia Hard Services Committee.

Attach.

20

A Brief
# of the
Britannia Hard Services Committee
to the Second Round Consultation
# of the
Regional Development Strategy
for the
Regional Municipality of Ottawa-Carleton

21

October 5, 1984

FORWARD

The Britannia Hard Services Committee has operated since May 1983, to evaluate and recommend priorities for the provision of hard services in the Britannia Ward of the City of Ottawa, north of Richmond Road and east of Britannia Park. The strategy for the Official Plan of the Regional Municipality of Ottawa-Carleton (RMOC) places stress on the provision of services to support dispersed growth outside the Greenbelt. Our first brief to RMOC, in May 1984, referred politicians to the points raised in the 1974 Action Britannia Brief, and indeed attached a copy to ensure that our long-standing concerns over destruction of the community by the proposed arterial were recorded once again.

This present Brief notes these and other points once again for the politicians of the Regional Municipality. Our objective is to ensure the Britannia arterial is not reinstated in the immediate Plan as we suspect, and that indeed, it be eliminated from the Plan entirely as a conceptual link. If you the politicians and the staff planners of the RMOC are sincere in engaging in a true dialogue on this matter, we then look to a far-reaching discussion of issues in the second phase of consultation.

So far your strategy is harnessed to satisfying perpetual growth with costly big project, big ticket items, especially in the hard services area with little effort to make tough decisions to set priorities and a schedule for their implementation. A quick review of your roads' budgets over the past few years reveals considerable slippage. What this Region very much needs is a more realistic appraisal of its goals, its priorities and its ability to finance projects over the longer term. Related to this requirement is the need to make optimal use of present plant and equipment.

J.L. Courtney,
Chairman,
Britannia Hard Services Committee.

We, the following as members of this Committee, support the contents of this brief:

[illegible]
2657 [illegible] St.

[illegible]
2657 Regina St.
[illegible]

[illegible]
1707 Bradford St.

[illegible]
331 Greenview Ave.

[illegible] McEachern
2696 Marie St.

[illegible]
2720 [illegible]

Britannia Hard Services Brief
to the
Second Round of the Current Review
# of the
Regional Development Strategy

1. THE ISSUE STATED ONCE AGAIN:

The Britannia Hard Services Committee does not share the cheery optimism of the Regional Development Strategy, March 1984, conclusion: "The Official Plan Review has discovered no basic flaw with the Development Strategy set out in the existing Regional Plan." We view the staff formulation of eleven basic points on this Strategy in June 1984, as the first real step in removing the hocus-pocus that has generally surrounded the RMOC Development Strategy for the past decade. We would hope that you as our elected representatives would stand up and be counted on for the future guidelines for development in the Region. Past history has shown that for the Britannia Area, the development conflicts between special land-use status and the designation of transportation rights-of-way have not been effectively addressed.

We find it most curious that rights-of-way are protected over lands not owned by the RMOC, that come under the federal jurisdiction. We are concerned that Amendment Number 20, on valuable Ottawa River shoreline areas, cannot be stronger and give clear notice that conservation and recreation usage must take precedence over usage for transportation. We see once again the lack of moral fortitude that has characterized the recent Carp Hills debacle. You as politicians are not providing a fair and even-handed rendering for the long-term development goals of this Region you are charged to administer.

Your lack of leadership on these difficult questions leaves it to the bureaucrats to interpret the thrust of the current addition of the Regional Strategy. This present Strategy omits mention of the need for inner or outer ring roads, ("too far off in the future") because sensitive lobby groups in Nepean would be upset, but, at the same time, attempts to re-instate the designation of the Britannia arterial, through costing and preliminary design work. Political priorities are being interpreted and "built-in" to the current Strategy documentation.

The Chairman of the Region stated at a public meeting at Regina Public School in early May 1984, that transportation rights-of-way must be protected for future implementation. Would he be prepared to say the same for Nepean and encourage Regional Council to debate the pros and cons for all such corridors?

The result of these pre-conceptions to regional planning is that consultation is a one-way process. This bias has been operative for a decade.

The Federation of Citizens' Associations Brief of January 31, 1984, ends with the warning:

> Citizen participation in planning is no longer a mere catchword...In finalizing the Official Plan and in the whole process of its implementation and revision over the coming years, Council, as the planning authority of the Region, must accept this valuable help...

A start has been made this summer, with the very useful seminars with the City of Ottawa community associations, but true consultation still remains a rather feeble effort, tending to be limited to PR work only. As the result, Council and planners are not being held fully accountable by the public that has lapsed into somnolence.

The basic issue remains the problem of process between jurisdictions and between the Regional Municipality of Ottawa-Carleton and its constituency.

2. OBJECTIVES:

This Brief continues the dialogue initiated by the Britannia Hard Services Committee submission of May 1984, to the RMOC Planning Committee on its Regional Development Strategy. The present document has three objectives:

i) to make general comments on the Strategy to reflect City-wide concerns;

ii) to highlight the results of the initial stage dialogue with RMOC on the Britannia May 1984 Brief; and

iii) to recommend issues for resolution in the next of consultation.

3. GENERAL COMMENTS ON STRATEGY:

The Regional Development Strategy projects a future, but does not elaborate on the hard choices, the necessary trade-offs to be made in the political arena to get there. There is a step missing as to how we bring it all together. Given the limited efforts at true consultation with residents of the Region to date, that excludes any apparent National Capital Commission and City participation, there is much to be sceptical about HOW events will be managed on our behalf by the RMOC planners and bureaucrats.

The eleven staff recommendations in their June 1984 report tend to concentrate on the growth process outside the Greenbelt. Rather than addressing the issues raised by citizen groups in May, these recommendations simplify the enormously complex processes to take place in the future, to a number of premises for Regional planners to exercise their mandate. Planners value judgements permeate these items, and their logic of presentation is geared to repeating their own points in various ways. On the other hand, the City's response that we have been presenting only part of the picture as well. The RMOC planners emphasize dispersion of growth, while the City wishes to explore more dense urban concentrations of population within the Greenbelt. Reality is surely a mix of the two!

Detail must be addressed in the next phase of this consultation process. Regional Council must give direction to staff to be more open and forthright (only some of the information requested by Britannia has been provided). Recently, Regional Planning staff have stated to the City-wide forum on the OPR:

"(the) configuration of road networks to be refined in Stage 2 of Official Plan Review."

This tactic is supported by reference to staff Recommendation Number 7 - namely, a review of infrastructure elements, as to their necessity and timing to be carried out in the second stage. We have two problems with this approach - one, staff have already assumed Regional Council approval of Recommendation Number 7 in its current dealings with the public, in advance of the Regional Council decision on these times, and, two, it is necessary to deal with the macro, strategy issues along with the micro, infrastructure elements together. Both form part of the same planning process, and to require their separation is to be purist and unrealistic. Regional Council is being directed here: who is in charge? The next phase must permmit a full review of Strategy/impact relationships without a prejudged perspective.

Timing for development and the appropriate response in the provision of infrastructure cannot be totally "planned" in advance. Cumberland and Kanata have questioned the need to plan for a South Urban Community in advance of their achieving a critical mass of population and amenities. The staff response, on Page 3-6 of their June excerpt report is a judgement call: given the need to plan for the worst case (high projection), growth should be balanced by making "a start on the South Urban Community." Much more study is needed, which is to say the S.U.B. is not needed at this time. Ring roads must also be studied in this same context.

The review of the Official Plan for the Regional Municipality of Ottawa-Carleton has assumed a surprise-free future, devoid of imaginative thinking. Britannia, rejects the need to maintain the arterial syndrome of the sixties. Amidst all the rhetoric, which has served to turn people away from the consultation process, there lies buried the essential fact that events have been much different than they were predicted in 1974. More than likely this will also be the case by the early nineties. Lands, some not even owned by the Region are being held in reserve for someday when the planners vision of development takes place. We contend that this vision is unimaginative and limited in the current Plan. The fact that the present review provides few new solutions when Regional numbers indicate important socio-economic shifts have taken place, bears out this fear that old solutions are being recycled for new circumstances. You the politicians of the RMOC should consider the overall goals and priorities for the Region, and how best to achieve them. Staff have only provided a continuation of the status quo, which we may no longer be able to afford in the future.

4. BRITANNIA MAY 1984 BRIEF:

A. Problem of the Process:

There continues a problem with process. Reports were not available on time, inadequate attention was paid to true consultation with the public, and consequently, a delay has been required in proceedings. Britannia continues to support the need to pause and reflect. More is said in the Recommendations Section. It must be stated that options and their impacts remain obscure to the average person. The process of change may be occurring faster than RMOC projects: construction for Britannia from 1981 to present has exceeded the number of new housing units projected by RMOC to the year 2001 under high growth. While considerable effort was taken to "walk" citizen representatives through their intricacies during the summer months, the options remain statistical constructs to the public, and we suspect to many politicians as well. Consultation has not been effective because it has not yet broken through "the jargon barrier."

Requests for specific information on the costed Britannia arterial have not been totally successful. An August 3rd letter requesting detail unit costs, maps, etc., garnered this reply in a letter dispatched September 11th:

> The initial cost estimates that have been included in the OPR documents have been assembled by applying costs per unit length for different types of construction with appropriate allowances for engineering, utility and contingency costs. A detailed cost breakdown, as required is therefore not available.

This reply is unacceptable as is the map and the calculations subsequently provided. The RMOC planners appear to want to upgrade its status from a conceptual to a designated link.

During the course of the summer seminars, answers to most items raised in Figure 1 of our May 1984 Brief were obtained. However, the overall impression is one of uncertainty, as to the timing and requirement for specific measures. Consequently, these issues - residential density, the Ottawa River shoreline and Mud Lake, transport links and the transitway, and sewers must remain continuing concerns.

We very much want to address the impact of RMOC proposals for each concern during the next phase. Also, would the RMOC state its order of priority for each of the upgrading and new construction items associated with the Western Parkway on Page 67 of the March 1984 Strategy Paper.

B. Trends and Prospects:

The problematic aspects of trends and prospects have been further revealed during the course of the seminars. The points raised in support of the City-wide Brief above are relevant here. Goals and indicators of their achievement are not set out. The hard choices required for the Region continue to be well defined, as to their scope and to their impacts. Before embarking upon the second stage of the OPR, the fundamental choices must be defined by Regional planners so that the politics of the interest groups in the Region are clear on the hard choices that must be made. We must state again that because the level of population increase and density has not been reached, and in fact is levelling off, the requisite infrastructure of the original 1974 Plan must be completely re-considered.

C. The Region:

Once again the role of the NCC is not clear to the public. While it is fine for planners to keep each other "informed", what about the public? The staff response to our enquiry under this section of the may 1984 Brief is not satisfactory.

D. Land-Use:

Land-use conflicts between jurisdictions remain unaddressed by the Regional Plan: again the means to achieve the depicted scenario has not been documented. What practical measures will be carried out by RMOC to integrate the NCC plans with theirs?

The future of the Greenbelt itself is a serious issue that must be addressed in phase two!

E. Transportation Links:

The Britannia arterial conceptual link will give very little, if any benefit to the total Regional transportation scheme. All it will succeed in doing is to move a traffic bottleneck (at peak hours) 4 kilometres further west from the end of the Western Parkway. To weight this against the immediate drastic effects and long-term repercussion to recreation, conservation and water resources in 70% tenancy residential area is not in the general public interest. For Britannia, areas are isolated and the quality of life decreases. For Ottawa and Nepean residents, recreational resources and a wildlife habitate is lost.

The Britannia arterial conceptual link means:

i) The expropriation of a good portion of Belltown and the loss of an important feature of the Belltown Neighbourhood Improvement Programme - the waterfront park.

ii) The disruption of the National Capital Commission cycling path and the historic Rideau Hiking Trail.

iii) The eventual destruction of the Conservation Arean, north of Belltown, where migratory birds feed and rest, through traffic noise, pollution, road run-off and general increased disruption.

iv) The severing of the rejuvenated Britannia Park, making access from the recreation area to waterfront facilities and Lakeside Gardens difficult.

Since 1979, the City of Ottawa has made over one million dollars of planned improvements in the Park resulting in it becoming a thriving place of recreation for all seasons. As a result of the Regional Quality of River Water Study and the City of Ottawa's further studies, it is possible another million may be spent in further development the next few years to ensure water conditions for swimming. Increased ease of access for Kanata to Ottawa must be assessed against these real costs and negative impacts. The Region is requested to devote attention to the arterial in the next phase of consultation, as to these impacts, given that they have already invested time and effort in arterial preliminary design.

v) The decrease in access to Britannia Village.
There is only one road to Britannia "Village" and already there is concern about emergency vehicle access in time of crisis. A roadway crossing Britannia Road with through traffic will severely hinder pedestrian school children and vehicular traffic in and out of "the village".

vi) The eventual demise of the Britannia Woods Conservation Area.
The City of Ottawa is in the process of having a study done on Mud Lake as to ascertain whether it can be subjected to more storm sewer effluent. At this time the results are not available but it shows a genuine concern on the part of the City of Ottawa about keeping Mud Lake alive and well. The noise, the pollutants, the spray, etc., of an arterial passing immediately beside the Lake will have detrimental effects on Britannia Woods as well as hinder access of the conservation enthusiast, the skier and snowshoer.

The Britannia arterial conceptual link and costing must be removed from the RMOC Strategy paper for the general populaces' benefit. In the future, natural resources and recreational places within the Regions confines will have more value than today - why destroy or disrupt what we presently have for the sake of moving a traffic bottleneck 4 kilometres west. In this regard, we support the City which suggests the addition of a new planning principle to the eleven proposed in the RMOC June 1984 document - namely, optimal use must be made of present infrastructure. Recreational land-use is irreplacable. The Britannia arterial traffic can be handled by transit. The removal of this conceptual link would add greater weight to the RMOC's principle Number 5, to improve model split targets and the greater use of transit rather than private automobile.

F. Sewer and Water:

While considerable text was provided by RMOC in response to this item, in our May 1984 Brief, we question the timetable and the level of resources actually committed to the task of solving storm sewer problems. Matters appear to be projected to proceed too slowly with the City of Ottawa.

As to water quality and Ottawa River shoreline development, action on Amendment Number 20 of the Official Plan is required. In particular, Mud Lake and Britannia Pier studies must be reconciled with the need to both preserve environmental integrity and maintain water quality. Again, it is not clear that liaison work is being carried out effectively.

4. RECOMMENDATIONS:

The following items are concerns the Britannia Hard Services Committee recommend receive greater attention in the next phase of consultation:

1. Regional goals need to be redefined for the eighties and priorities established for hard services.

2. The questions raised on the Britannia arterial, especially its designation in the Plan must be addressed. In fact, this Committee would recommend that the Britannia Parkway conceptual link and costing be eliminated from the Strategy.

3. Rapid public transit must be encouraged over public car use by the development of a rider needs-oriented programme.

4. A well co-ordinated tripartite planning process must be initiated, RMOC - City - NCC with full citizen participation over the next six months. All three government bodies would be present throughout the proceedings.

5. Regional Council reserve judgement on accepting the eleven staff recommendations and instead use them as observations only.

Project Planning Associates Limited

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of Regional and Urban Planning
Environmental Design and
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Planners
Consulting Engineers
Landscape Architects

October 15, 1984.

Ms. Beryl Gassney, Chairperson,
Regional Planning Committee,
Regional Municipality of Ottawa-Carleton,
222 Queen Street,
OTTAWA, Ontario.
K1P 5Z3

Dear Ms. Gassney:

RE: Regional Development Strategy, Brief on Behalf of Campeau Corporation and Urbandale Realty Corporation Limited

Pursuant to Mr. Wright's letter of July 10, 1984, we hereby submit a brief on behalf of Campeau Corporation and Urbandale Realty Corporation Limited.

Campeau and Urbandale are the principal land owners in the Gloucester part of the South Urban Community. The Region's Official Plan Review discussion paper of March 1984 and the planning staff's Conclusions and Recommendations of June 26th confirm the desirability and the urgent need to initiate the planning process leading ot the development of the South Urban Community. Since the Regional Official Plan now designates the community's location in Gloucester and Nepean, on both sides of the Rideau River, for urban development without the requirement for an amendment, it is now necessary and timely to begin the preparation of plans of the land use configuration, servicing and financing immediately.

The attached brief summarizes the various factors involved. It concludes that a study to determine the South Urban Community's location, as recommended by the Regional planning staff, is not necessary, but that the preparation of Secondary Plans and implementation programs, by Gloucester, Nepean, the Region and the principal land owners is clearly the next step.

.../2

A member of the Project Group of Companies

Campeau Corporation and Urbandale Realty Corporation Limited are prepared to discuss the financing of bringing services to their lands in Gloucester immediately. They also emphasize that they are eager to cooperate with and assist the various municipal agencies in preparing the necessary plans.

We respectfully request your Committee to take the steps necessary to enable the development of the South Urban Community as soon as possible.

Yours very truly,

M.W. Dake,
Vice President.

MWD/ces

Att.

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BRIEF
with respect to the
R.M.O.C.
OFFICIAL PLAN REVIEW
REGIONAL DEVELOPMENT STRATEGY

Public Hearing

October 16, 1984

Prepared on behalf of
CAMPEAU CORPORATION
and
URBANDALE REALTY CORPORATION LIMITED
October 15, 1984

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1. THE REGIONAL OFFICIAL PLAN WITH RESPECT TO THE SOUTH URBAN COMMUNITY

In 1974 the Regional Municipality adopted its Official Plan, providing for three urban communities, namely Kanata-Glencairn, Orleans-Queenswood and the south community in Gloucester and Nepean. In addition, it reserved the Carlsbad Springs area in the south-east for future development. The 1974 Official Plan also stated that the south community in Gloucester and Nepean would be available for development not later than 1980.

In October, 1978 the Ontario Municipal Board modified the Official Plan to the effect that the Barrhaven part of the south community could be developed up to a population of 25,000, but that the balance of the south community in Gloucester and Nepean, as shown on Schedule "B" of the Official Plan, would have to be the subject of a prior amendment of the Regional Official Plan.

At the same time, the OMB deleted the Carlsbad Springs area in the southeast altogether. Subsequently, the Cabinet of the Government of Ontario dealt with the south urban community in Gloucester and Nepean. Its decision, implemented by an order of the OMB in October 1979, modified the Regional Official Plan to the effect that the south urban community could be developed, without the need for a prior Official Plan amendment, provided that it be phased to coincide with the timing of the provision of regional water, sewer and transportation services.

The current situation regarding the south urban community in Gloucester and Nepean is summarized in the policy on page 2-11 of the Regional Official Plan:

" (4) An urban community of 75,000 to 100,000 persons in the south part of Nepean including Barrhaven and the south part of Gloucester and not more than 35,000 in the south part of Gloucester subject to the following criteria:

(i) that the uncommited areas of land be kept in agricultural production for a long as possible prior to urban development and,

(ii) that the development be phased to coincide with the timing of the provision of regional services such as trunk water mains and sewers and transportation facilities and any other matters of regional concern. "

Therefore, there is clearly no need for further studies with respect to the location of the south urban community in Gloucester and Nepean. Its general limits are established on Schedule "B" of the Regional Official Plan and it was studied and the subject of numerous reviews over a period of at least 5 years.

2. SUMMARY OF THE REGIONAL DEVELOPMENT STRATEGY DISCUSSION PAPERS AND RELATED REPORT

One of the principal issues of concern for Campeau Corporation and Urbandale Realty Corporation Limited is the planning and development time schedule of the South Urban Community (SUC). The Regional Development Strategy discussion paper, as well as the Regional planning staff's conclusions, confirm the desirability and, indeed, the need to initiate the SUC's planning and development process immediately.

The regional population and household formation projections indicate that the major portion of the demand for ground-oriented housing, to accommodate about 72,000 new urban family households by the year 2001, can only be met outside the Greenbelt. The Region's existing vacant urban land supply for this form of housing will be exhausted shortly after 1991 -- a little more than 6 years from now. The long lead-time to prepare the necessary local area plans and programs requires that the process must begin immediately.

There are only three locations where such urban development outside the Greenbelt can occur -- in Kanata, Orleans and in the Gloucester and Nepean parts of the SUC. The Regional Development Strategy discussion paper concluded that " ...growth south of the Greenbelt was preferable to growth east or west". After thoroughly reviewing the public comments and challenges to this conclusion, the Regional planning staff remains convinced that major urban growth south of the Greenbelt, together with continued development in Kanata and Orleans, is the best solution and should now be initiated.

The Regional staff recommends that the location, configuration and the timeing of the release of the urban lands in the South Urban Community should be studied in greater detail. It is recognized that some important matters remain to be resolved, such as whether the community's centre should be in Nepean or in Gloucester, and how the various components of the urban community in Gloucester and Nepean can best be integrated and serviced. As well, the location of road and transit facilities, and the most effective means of creating appropriate employment areas, building on the growth opportunities of the airport and the Merivale industria area, need to be determined.

However, the fact that the Regional Official Plan, as a result of exhaustive studies, hearings, and OMB and Cabinet decisions, designates the lands in Gloucester and Nepean, from the airport to Barrhaven, for urban development has firmly established the general location of the South Urban Community. The Regional planning staff's suggestion to study the options of locating the SUC somewhere between Highway 417 in the east and the proposed 416 in the west, is, therefore, not relevant.

The immediate commencement of a planning program, resulting in the adoption of integrated Secondary Plans for the Gloucester and Nepean parts of the South Urban Community, is clearly the very next step. Such a program will naturally involve the study of options regarding the community's land use and road configuration, and, the servicing and access requirements. This planning program does, of course, not require a prior Regional Official Plan amendment; the only pre-requisite is a cooperative approach among the directly involved parties -- the Cities of Gloucester and Nepean, the Region and the major land owners.

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3. CONCLUSION

Section 2 of this brief clearly indicates the urgent need for the development of the South Urban Community in Gloucester and Nepean, as well as the fact that, instead of further studies, a firm plan and implementation program, including servicing agreements, are the current requirements.

On page 8 of the report of June 26, 1984 the Regional planning staff recommends that a major growth centre (or centres) be developed south of the Greenbelt and that the future location, configuration and timing of the release for development be the subject of further study. While Campeau and Urbandale agree with the first part of the recommendation, they are concerned that the second part may lead to serious misunderstanding. The location of the community has already been established in the Regional Official Plan -- as far as the Gloucester part is concerned, it is the area southwest of the airport, approximately bounded by Bowesville Road to the east, Rideau Road to the south and the Rideau River. The question of whether the community should have one or two centres and where it or they should be located, has to be determined in the planning program by means of an analysis of the functional, physical, financial and political options. Similarly, the most appropriate locations of the transportation facilities and underground services, including their phasing and financing, have to be planned to ensure optimum solutions.

Therefore, the Regional Development Strategy should recognize the location of the South Urban Community, as established in the Regional Official Plan, as well as the need for immediate commencement of the planning program for its implementation. The objectives should be to arrive, as soon as possible, at the appropriate Secondary Plans and firm servicing programs, on the basis of which detailed planning, design and development implementation can proceed.

4. OPPORTUNITY FOR IMPLEMENTATION OF THE SOUTH URBAN COMMUNITY

While the land in the City of Gloucester's part of the South Urban Community is owned by a number of individuals and corporations, more than 4,000 acres is owned by Campeau Corporation (2,400 acres) and Urbandale Realty Corporation Limited (1,665 acres). Both companies have held these lands in Gloucester for many years, with the firm intention of developing them for residential and employment purposes, in close cooperation with the City of Gloucester. During the OMB hearings on the Regional Official Plan, Campeau and Urbandale made joint presentations to indicate the feasibility of the South Urban Community, which contributed to the OMB and Cabinet decisions to designate the lands for urban purposes. The companies recognized the need for some delay in development, but they now strongly urge the Regional Municipality and the City of Gloucester to agree that an immediate start of the planning program is necessary.

Campeau and Urbandale are immediately prepared to discuss the subject of financial participation in bringing water and sewer services to the Gloucester part of the South Urban Community. They recognize that this is one of the most important and urgent matters to be resolved before planning and development can in fact be started.

The two companies are also prepared to assist and cooperate with the City of Gloucester in preparing the necessary planning and engineering investigations. The pooling of their substantial resources and capabilities with those of the City will make it possible to arrive at a plan and implementation program for an outstanding new urban community.

1984-10-11

Mr. Barry O'Gorman, Secretary
Ottawa-Carleton Planning Committee
222 Queen Street, 14th Floor
Ottawa, Ontario
K1P 5Z3

Dear Mr. O'Gorman:

Re: Regional Development Strategy
Document Review 1984

The Eastern Ontario Chapter executive of the Canadian Institute of Planners has reviewed the conclusions and recommendations contained in the regional executive summary dated June 26, 1984, and has the following thoughts and comments to offer.

The regional strategy document is based on the planning premise of decentralization. Urban growth is channelled into satellite communities outside the greenbelt which are connected to the urban centre within the greenbelt by transit corridors. Growth is restricted inside the greenbelt and the majority of new households and employment growth is to be shifted to these satellite communities. This strategy will hopefully alleviate the present problem of suburban or dormitory communities which are a drain on the transportation system and other services. At present, 85% of the residents of the City of Gloucester are employed outside the City, primarily in the City of Ottawa. Many of Kanata's high tech employees live in Nepean or downtown. By designating employment centres, the Region hopes that the people living in these communities will also work in them. The remainder who work downtown will travel on buses in the transit corridors.

Unfortunately, we have no guarantee that this will be the case. We feel that this concept of decentralization, originating from Le Corbusier's Ville Radieuse and Frank Lloyd Wright's Broadacre City, is not relevant in the 1980's. The greenbelt city concept was a response to the heavy industrialization and inhuman working conditions in Britain in the early 1900's. However, even in 1945, Henry S. Churchill wrote of the failure of greenbelt towns to provide for local industry and employment. Major planning in the Region of Ottawa-Carleton is still based on the decentralization concept and the Gréber plan prepared in the late 1940's. In "Form follows Fiasco" by Peter Blake, the original urban ideals of the modern movement are reexamined and found lacking in todays society.

> Suburbs and other residential zones are devoid of life for that part of the day when office and industrial workers have decamped to another zone. A massive transportation system with

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> massive daily population shifts characterize these satellite cities...Unfortunately, this in many cases has destroyed the quality of urban life, as well as consuming enormous quantities of gasoline by commuting from one zone to another...People living in these suburban areas go downtown for culture, entertainment and to get away from "that sense of isolation from where it's at" that pervades much of suburbia...The modern planning movement created cities with single usage zoning that live only a certain portion of the day and transit corridors that determine urban form.

In 1984, we are living in the post-modern era - a return to a more humane, more rational way of living. People are returning to the inner cities to live. The street is no longer being planned out of existence as Le Corbusier envisioned in 1929. Planners and architects of the post modern generation are determined to revive the street fabric, create livable offices with windows that admit fresh air, design housing that does not resemble army barracks and encourage a "quality of life" that is lacking in single use zones.

We do not propose to have all the answers to the planning problems that exist in the Region. However, we do question some of the assumptions in the regional plan, and question the rationale behind leaving the greenbelt intact and creating another satellite community in the south urban growth area which will create a further drain on human resources, services and increase transportation costs. Why not allow some of the greenbelt to develop for industrial and commercial purposes along major routes such as the 417? Why not permit some residential expansion in the greenbelt, and leave the remainder for agriculture, near-urban parks and open space fingers with walkways and bicycle paths. Why not allow existing serviced communities to expand to their full market potential instead of setting population limits and opening up another suburban community. Why not let the City of Ottawa increase its densities and expand its boundaries? Why set artificial limits and quotas on rural growth? Why has more thought not been put into the appearance of the transit terminals and corridors being constructed which have no relationship or sensitivity to surrounding land uses and views. These bare concrete terminals will be deserted except at peak commuting hours (i.e. Rideau Street) unless some thought is given to pedestrian traffic and the potential for commercial/industrial integration.

A lot of the theories of the modern movement have been demolished by all the facts. We should be thinking in terms of the post modern movement which has seen serious flaws in the decentralization theories which drain the city and set up intermunicipal rivalries. How many more examples like Hull and the Orleans

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and Kanata town centres do we need to see that artificially relocating business and commerce is not a guarantee of social and financial success. Providing transit corridors to suburban locations will not automatically guarantee that the commuter will abandon his/her car. Designated employment centres around transit nodes should have mixed retail, residential and industrial uses that recreate the charm and advantages of the central core and avoid the sterilized environment of many suburban developments.

In conclusion, the regional document should be flexible and have the ability to be modified by regional and municipal input and have the ability to change. The inflexible 1974 document, which was based mainly on 1966 data, should not be carried over. We would like some assurance that the concerns mentioned in this letter will be incorporated into the regional official plan and that the final document will not just be an amendment and updating of the existing plans. It should be a progressive analysis of recent and future development trends across Ottawa-Carleton and be a document that is relevant for the 1980's and beyond.

Yours truly,

M. Tasi-Wood

for
Eastern Ontario Chapter
Canadian Institute of Planners

c.c. Mr. N. Tunnacliffe, Director
Policy and Program Division
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Mr. A.J. Schouten
Executive Director, Planning Branch
National Capital Commission
161 Laurier Ave. W.
Ottawa, Ontario
K1P 6J6

830-2

CARLINGTON
HOME
OWNERS
ASSOCIATION

Carlington — in the heart of the city, minutes away from the farm, bicycle paths and skiing

BY HAND

1155 Dorchester Ave.,
OTTAWA, Ont. K1Z 8E3
October 8, 1984

OTTAWA-CARLETON
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CLERK'S DEPARTMENT

Mr. Barry O'Gorman,
Secretary,
Planning Committee,
Regional Municipality of Ottawa-Carleton,
222 Queen St.,
Ottawa, Ont.

Dear Mr. O'Gorman,

Re: Regional Development Strategy - Public Hearing

Concerning Recommendation No. 4 of the Regional Development Strategy - Report to Planning Committee dated June 26, 1984, the Carlington Home Owners Association (CHOA) wishes to reiterate its concern, expressed in our letter to you of May 17, over the cost of further expansion of the South Urban Community (SUC).

As indicated in the RMOC Planning documents, further expansion of the SUC will entail high costs in servicing this area with new sewer and transitway links. As well, we are concerned that expansion of the SUC will increase pressure to undertake costly widening of roads to the north, such as Fisher Ave. In addition to the direct costs involved, such widenings would disrupt existing heavily populated communities with loss of green space, greatly increased traffic volumes and attendant noise, air pollution and vehicular and pedestrian safety concerns.

We note from documents discussed recently by the City of Ottawa's Planning Committee, that there appears to be a difference of opinion between City and Regional Planning staff over the degree to which the Region's projected population growth can be accommodated Inside the Greenbelt. We recognize and appreciate the cost savings that could be expected to accrue as a result of accommodating a significant portion of new growth Inside the Greenbelt. We stress the importance however of accommodating such new growth within existing residential zoning. In this regard, we would expect the zoning for our area resulting from the Carlington Neighbourhood Study and approved this year by the Ontario Municipal Board to continue to be respected.

To the extent that new growth cannot be accommodated within the Greenbelt, we note that the populations of both Kanata and Orleans continue to fall significantly short of the "critical mass" of 75,000, estimated to be required to support improved public facilities and a guaranty of establishing a good employment base.

Further, CHOA wishes to express its concern at the absence of any apparent indication of priority in the list of 38 road improvements deemed to be necessary to meet existing needs, appearing

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in Table 5.of the Transportation Component of the Regional Development Strategy. The inclusion on this list of a project to widen Fisher Ave. to four lanes between Baseline and Carling has naturally created a considerable degree of consternation and uncertainty amongst residents of the area. At a meeting with residents on Sept. 10, Aldermen Bird and Denison and Regional Planning staff indicated that this project did not have a high priority amongst the 38 projects in Table 5.and that any widening would not take place "before ten years." We feel that, at the very least, the low priority and timing of this project in the sequence of other projects to be undertaken should be made clear in future planning documents.

Even more important however, we note that Amendment No. 23 to the Official Plan, approved by the Ontario Minister of Municipal Affairs and Housing on April 19, 1982, deleted the Fisher-Parkdale Connection from the Plan and designated Holland Ave. as an "Existing Minor Road". We further note in paragraph 3.1.4.4(9) of the Official Plan, Council's recognition "that minor roads in the primary network fulfil a necessary regional function. However, Council will ensure that widening on such roads under its jurisdiction be limited, where possible, to such things as intersection improvements."

As Fisher feeds the majority of its traffic onto Holland and Parkdale, we believe it would be inconsistent with the intent of Amendment No. 23 to increase traffic volumes on Parkdale and Holland by widening Fisher. Indeed, to be consistent with Amendment No. 23, it would seem logical to amend the Official Plan to designate Fisher Ave. as a Minor Road as well. To assist Councillors in viewing this matter in perspective, it may be helpful to compare traffic volumes on Fisher with those on Parkdale which is an existing Minor Road. According to the latest traffic volume figures available to CHOA, PM Peak-hour southbound traffic on Fisher at the NCC Driveway is 917 vehicles. On Parkdale, at Westmount, its 879, only 4% less.

In terms of establishing widening priorities, it is also interesting to note that the PM Peak-hour southbound volume on Fisher at Baseline is 885. The volume on Prince of Wales at Baseline is 21% higher at 1072.

By way of conclusion, we would like to complement Regional Planning and Transportation Staff, Messrs. Bradshaw, Nixhey, Reid and Tunnacliffe in particular, on the professional and forthcoming manner with which they have conducted the Public Consultation process.

Yours sincerely,

Gordon MacMichael

Gordon MacMichael,
President,
Carlington Home Owners Association.

CHAA

Civic Hospital Area Homeowners Association

10 Gwynne Avenue
Ottawa, Ontario K1Y 1W9
October 5, 1984

J. Barry O'Gorman
Secretary, Planning Committee
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

re: Regional Development Strategy: Conclusions and Recommendations

Dear Mr. O'Gorman:

Below, please find a number of comments on the above subject. Other related comments were made in our letters of February 17th, May 17th and June 18, 1984 and the Carlington Home Owners Association letter of May 17, 1984. All of these briefs were published in Volume II pp. 173-179 of the R.D.S. Discussion Paper in June 1984, following the RMO-C's May 29, 1984 Public Hearing.

Representatives of this Association have been part of the Regional Official Plan Review process in a number of ways; including participation in a study group with other Ottawa community associations and by co-hosting (with Carlington Assoc.) a neighbourhood public meeting with staff of the RMO-C Planning and Transportation Departments.

Our review of the RMO-C staff's eleven recommendations for strategic action has raised the following concerns:

1) the proposed R.D.S. is placing too much emphasis on future growth outside the Greenbelt while ignoring opportunities for both residential and commercial development inside the Greenbelt. By containing the geographic spread of development, agricultural land could be saved and transportation/sewer costs reduced.

2) the attention given to the question of a south urban community is unwarranted considering the limited state of present development of the western and eastern communities. Not until it has been proven that Kanata and Orleans can be relatively self-sufficient in terms of local employment and have reached their potential of 100,000 population each will it be necessary to consider spreading new urban development. We recall that the conclusion of the hearings for the original RMO-C development plan in 1974 was that their would be no major south urban community.

3) More attention should be given to the quality of life aspects of exisiting communities and the protection of the environment. The noise, air and water pollution of our current environment needs to be

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resolved before we compound present difficulties with the by-products of new "development." At a time when the Rideau and Ottawa Rivers are often too polluted for swimming, why is the RMO-C considering spending up to $40,000,000.00 for new sewers to the south?

4) as an established residential area (within walking distance of many employment centres) we feel that our long term viability as a residential neighbourhood is unnecessarily threatened by the north/south traffic flows that could result from the proposed south urban community. Regional staff in their excitement to contemplate the future seem to have ignored the protection of existing communities. The current staff desire to widen Fisher Avenue is a case in point. As we see it, there are no impediments to traffic flows on Fisher. Further, the present designation of Fisher as a major road is not appropriate, considering the alternative routes identified in our earlier letters. Any future north/south transportation requirements west of the Rideau River should be accomodated by the new highway 417 in the Cedarview corridor and a southern extension of the Woodroffe transitway.

A representative of this Association is scheduled to speak at the public hearing on October 16, 1984.

Thank you for your attention to this submission.

Yours sincerely,

E. Meysick-Fracke,
President

296 Sherwood Drive
Ottawa, Ont. K1Y 3W6
September 30, 1984

Mr. Barry O'Gorman
Secretary, Planning Committee
Regional Municipality of Ottawa-Carleton
222 Queen St.
Ottawa, Ont. K1P 5Z3

RE: Official Plan Review - Regional Development Strategy
Transportation Component

Dear Mr. O'Gorman,

This letter is submitted to specifically object to the proposed widening of Fisher Ave. from Baseline to Carling and to lend support to the concerns raised and objections made by the Civic Hospital Area Homeowners Association, in this regard. I wish to make the following remarks:

1) The proposed Fisher widening will funnel heavier traffic flows onto residential streets - Island Park, Kolland and Parkdale- an unnecessary and undesirable result.
2)Present adverse effect of traffic volumes on both Holland and Parkdale, in particular, is well known to the Region's Transportation Planners. These volumes need to be decreased not increased. Our Association had adamantly opposed further deteriorating traffic conditions. Please refer to the Regional Official Plan and amendments thereto.
3) The Cedarview corridor is designated as the future major north-south arterial, thus the necessity for widening existing north-south roads in established residential communities is eliminated.
4) Commercial and/or industrial oriented streets are the proper roadways for traffic, in this specific case, Merivale Road serves such a purpose. Our Association is supported in this alternative by the Carlington Homeowners Association.
5) Costs of Fisher widening are not justified and would be better spent by allocating such funds for the Cedarview corridor towards measures to alleviate the detrimental impact on those neighbouring communities along its alignment.

6) Fisher Ave. is a residential street with predominantly single family dwellings and townhouses. Sidewalk improvements are supported but not road widening which threatens this function.
7) Both Fisher Ave. and Prince of Wales Drive, which cross the Experimental Farm, adequately serve the vehicular movement through the Farm. Additional traffic in the future should be accomodated on the commercially oriented adjacent alternative, i.e. Merivale Road, which connects with the Queensway at Carling.
8) Residents of established communities who have worked hard in the past ten years to prevent further erosion of their residential areas, are frustrated by the recurring threat of inappropriate road widenings.

In closing, I wish to comment that there appears to be a contradiction in the Regional Development Strategy which "recognizes the important need to protect agricultural, mineral and environmental resources" and yet calls for "growth south of the Greenbelt" in some of this area's most fertile agricultural lands. Growth center identification and infrastructure requirements must be dealt with simultaneously to avoid adverse impact on existing facilities and diminishing agricultural land.

While our Association will be responding to the overall development strategy, I felt compelled to convey comments shared by many of our neighbours who request that the proposed widening of Fisher be eliminated from the transportation component.

I trust the foregoing will be duly considered in your future studies and evaluation.

Yours truly,
S. Rayes
Shirley Rayes,
(Block Rep. Civic Hospital Area Homeowners)

Community Association of the Billings Heritage Area
Association communautaire du patrimoine du quartier Billings

Ottawa, Ont.
6 Oct., 1984

BRIEF

To: Planning Committee,
Regional Council of Ottawa-Carleton

From: Community Association of
Billings Heritage Area

Subject: Official Plan Review: Regional Development Strategy/
Conclusions & Recommendations of RMOC Planning Commissioner
Dated 26 June, 1984.

We shall deal first with the Conclusions and Recommendations in the Executive Summary under reference.

Recommendation 1

In the Regional Development Strategy (RDS), statistical projections of population increases under various scenarios are made within a range of 76,000 to 176,000 for the Region as a whole up to the year 2001. The low (L) forecast in this range would be equivalent to the expected natural increase, at a simple annual average of about 0.65%, with in-and-out migration striking a balance. The high (H) projection implies a net in-migration of 100,000 persons at a simple annual average of 1%. This appears to be a reasonable growth range for planning purposes. While the provision of infrastructure incrementally to accomodate actual growth is a self-evident need, the strategy should provide threshold indicators for the planning and implementation of infrastructure elements.

Recommendation 2

There is a great range of data presented in the RDS documents as to population and household densities but no ready basis upon which to establish norms for planning the location of the projected increases. The Regional Planning Department has adopted a norm of 45 household units per hectare inside the Greenbelt, which would allow the accomodation of about 25,000 additional units within the inner limits of this belt, of which 16,000 would be located in the City of Ottawa. But, recent studies by Ottawa City Planning Branch indicates the potential for a very much larger number of new households within the city on available vacant land, as well as through re-development, while maintaining present zoning. Such detailed studies by the various municipalities would appear to be a prerequisite for the establishment by the Region of weighted-average norms for the planning of residential land-use. With accurate information on area municipality housing potentials and their own development plans, the Region's aim should be a balanced development of housing Region-wide.

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Recommendation 3

A constant monitoring of actual development and trends is essential for guaging the rate of residential land consumption. The designation of additional residential lands, as and when required, should be an on-going responsibility of Regional Council, to the end of ensuring that the necessary growth potential is maintained within the Region. Obviously, some kind of indicators should be adopted for determining when growth conditions warrant new land designations.

Recommendation 4

Before a decision is taken on planning a major growth centre south of the Greenbelt, the potential for further development in the whole of southeast Ottawa and the adjoining parts of Gloucester should be fully studied and exploited. Taking advantage of the residential and industrial development and the infrastructure already existing in these areas, the cities of Ottawa and Gloucester would benefit mutually from intensifie development here. This could be significantly advanced by completion of natural roadway linkages, such as Conroy Road with and Alta Vista Parkway and joining the two portions of Albion Road over the CN tracks entering the railway yards. While extension of Hunt Club Road would benefit such development, there may exist also the justification for early consideration of construction of the Inner Ring Road.

Recommendation 5

We would support the aim of achieving or surpassing the modal split guidelines of the 1974 Regional Plan. However, these refer basically to transit travel to and from the core area, and work-day trips to the core area by all modes of transport comprise only 35% of total work-day trips. Transport Canada studies dating from 1976 indicate that public transit may hold or enhance its position in regard to core-oriented travel, but auto travel will maintain and increase its dominance for non-core and non-peak hour travel. In RDS itself, transit travel is projected to increase by 30% for the high-growth scenario while auto person-trips would at the same time increase by 50%. While transit may achieve an average of 30% of peak-hour travel, this would amount to no more than 6-7% of 24-hour travel using the Region's road system.

Despite the "precedence", therefore, given in the Official Plan to the construction of a rapid transit system over major road construction and widenings, the Region does have the obligation to provide an efficient arterial roadway system to accomodate the major part of travel demand, which is and will continue to be by the automobile. In this connection, we would see the justification for some freeway routes, such as the Inner Ring Road, Alta Vista Parkway, Western Parkway, etc., within the planning period. On the other hand, we would hardly see the justification for extension of the transitway to Kanata, when already both Highways 417 and 7 serve this community.

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Recommendation 6

While decentralization of employment is favoured, the location of such employment should be in accordance with well-defined area municipality plans. The Region's role should be to aim for some kind of balance of employment in the Region as a whole. Since transitway routes were not selected with a view to serving future employment nodes, it follows that concentration of nodes along the transitway may not always reflect sound locations for such developments from an over-all urban planning point of view. Indeed, such locations may add to an already existing congestion without significantly improving travel time to work. In any case, location of employment nodes within any particular municipality should be the primary responsibility of that municipality.

Recommendation 7

A strategy for development which fails to give indication infrastructure requirements, including their phasing and timing, asks for commitments from the Region and the area municipalities for which they know little of the implications. Since for them the location, impacts, cost and benefits are amongst the main concerns, infrastructure elements should be given full consideration in the first stage of development strategy.

Recommendation 8

The disposition of future residential growth has already been considered under Recommendations 3 and 4, above. The aim should be a balanced population and employment growth inside and outside the Greenbelt. In the southeast, initial emphasis should be on extension of growth already under way in Ottawa and Gloucester. As to balancing the flow of traffic in the south, it would seem more logical to approach this from inside the Greenbelt, say, through the Hunt Club Road extension and the Inner Ring Road. The latter, especially, with western parkway and Alta Vista parkway connections, would seem certain to take considerable pressure off the Queensway, as well as some of the north-south routes to the Queensway.

Recommendations 9, 10, 11.

While we agree with these recommendations in general, we feel that the pattern of growth, including the share of total growth, has to be carefully worked out with municipalities concerned.

General Comments on RDS and Official Plan Review

1. While RDS mentions roadway capacity deficiency as an important element in evaluation of urban settlement options, it fails to consider a few new strategic roadways which could greatly relieve the present heavily congested road network by re-distributing much of the traffic flow inside the Greenbelt. Examples of such new routes would be the Inner Ring Road, Western Parkway, Alta Vista Parkway and Hunt Club Extension, as well as the connection of Highway 416 to the Inner Ring Road through the Merivale corridor.

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2. In RDS, cost of infrastructure is taken to be an indicator of the level of disruption in established communities. One has only to look to experience of the past 8-10 years to put this premise into serious question, e.g., relative costs of different alternatives in the southeast transitway. Cost-benifit ratios must take into account the extent to which the aims, principles and goals of the Official Plan are promoted by any particular infrastructure element.

3. The Regional Development Strategy, under consideration here, is to a large extent a statistical treatice on possible growth scenarios, based upon highly variable experience over recent decades. The real strategy must be developed, with use of these various scenarios, upon the basis of the goals set out in the Official Plan and in full conformity with its aims and principles. Interim planning within the 20-year planning period is essential to the meeting of current needs within often rapidly changing conditions. By the same token, the developments under the Plan should be reviewed at more frequent intervals (than 10-yearly), with public participation in these reviews.

4. There has been no real dialogue with the public in the recent 10-year review of the developments under the Plan. For our part as a community association, we would have had a good deal to discuss about the adequacy of the public participation process and the manner in which provisions in the Official Plan were put into practice.

J.E.B. McPhail.
(J.E.B. McPhail)
President

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CANTON DE TOWNSHIP OF
cumberland

C.P., BOX 15, R.R. 3, NAVAN, ONTARIO K0A 2S0
TELEPHONE 835-2526

October 4, 1984

Our File: 22-90.23

Mr. J. Barry O'Gorman,
Secretary,
Planning Committee,
14th Floor,
222 Queen Street,
Ottawa, Ontario.
K1P 5Z3

Dear Sir,

Re: Regional Official Plan Review
Public Meeting October 16, 1984

Please find attached the Township's submission for the above noted meeting.

We will be prepared to speak to the subject at the public meeting.

Yours sincerely,

Pamela Sweet

Pamela Sweet, M.C.I.P.
Planning Director

PS/pt

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CANTON DE TOWNSHIP OF
cumberland
C.P. BOX 10 RR 3, NAVAN ONTARIO K0A 2S0
TELEPHONE 835-2526

№ 0791

Date October 2 19 84

Moved by

Seconded by

That the revised staff report concerning the Township's response to the "Regional Development Strategy Conclusions and Recommendations" be accepted and forwarded to the Region for input to the Regional Official Plan Review.

PLANNING ADVISORY COMMITTEE

RESOLUTION NO. 124 September 25, 1984

Moved by Frank Cauley
Seconded by Peter Clark

THAT the staff report concerning the Township's response to the Regional recommendations, as amended by the Planning Advisory Committee, be recommended to be forwarded to the Region as input to the Regional Official Plan Review.

Carried.
B. Coburn (signed)
Chairman

REPORT TO PLANNING ADVISORY COMMITTEE

REGIONAL DEVELOPMENT STRATEGY
REGIONAL OFFICIAL PLAN REVIEW

September 25, 1984

Our File No. 22-90.23

Background

At Planning Advisory Committee's meeting on May 8, 1984 a report on the Regional Development Strategy was presented and accepted by way of Resolution No. 074. Council in turn approved the report and forwarded it to the Region for input into the Regional Official Plan Review. The report was presented at a public hearing at the Region on May 29, 1984.

Since that time Regional staff have responded to the municipal and public input and have prepared a series of recommendations and conclusions. Another public hearing is scheduled for October 16, 1984 at which time the Township may wish to present a position on the Regional Report dated June 26, 1984.

For Planning Advisory Committee's information, the Regional Community Association of Notre Dame Des Champs also submitted a brief to the Region. It and the Region's response is contained in Appendix "A".

The Regional Staff Comment on the Township's Submission

Regional staff have commented on twelve (12) points contained in the Township staff report of May 29th. Our report, with numbered references and the Region's response, are attached as Appendix "B". The South Urban Community appears to be primary area of contension.

South Urban Community

The report suggests that a detailed study of growth options in the south is warranted.

Staff Comment: Does this mean that a study of the East and West Urban Communities expansion beyond the existing boundaries will be studied at the same time?

The region argues that balanced growth in more than two large communities will provide a more even loading of the transportation system. In addition, it is argued that the supply of ground oriented building land may be severely limited before a population of 60,000 to 75,000 is reached in the east and west.

Staff Comment: Although this may be true, the response does not address the merits of expanded east and west urban boundaries as an alternative to development of the south.

Recommendations of Regional Report, June 26, 1984

The purpose of the Regional Report was to summarize the major issues raised as a result of the public input and to bring forth a series of recommendations. As part of the first stage, this report addresses the broad question of amount and location of urban and rural growth to the year 2001. A decision on these questions will have to be made by Regional Council prior to the second stage which will examine the policy options in more detail.

The following eleven (11) recommendations summarize the position taken by Regional staff:

1. The Regional Development Strategy be prepared on the basis that Ottawa-Carleton could grow to between 625,000 and 725,000 persons

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by the turn of this century and that infrastructure be provided incrementally dependent upon the actual amount of growth which materializes through the planning period.

2. The Regional Development Strategy be prepared on the basis that the majority of new households to 2001 will require low and medium density ground-oriented housing, the bulk of which will be accommodated on lands outside the Greenbelt.

3. The Regional Development Strategy be based on the designation of sufficient additional urban lands to meet the high growth projection to 2001.

4. The Regional Development Strategy be based on the premise that a major growth centre (or centres) will be developed south of the Greenbelt; the future location, configuration, and the timing of its (their) release to be the subject of further study.

5. The Regional Development Strategy be based in general on achieving, or surpassing, the modal split guidelines contained in the 1974 Regional Plan.

6. The Regional Development Strategy be based on shifting the emphasis of employment growth away from the Central Area to other employment centres - with special emphasis on selected nodes along the transitway and the urban communities outside the Greenbelt.

7. Decisions on the Regional Development Strategy not be held in abeyance pending a review of the necessity or timing of individual infrastructure elements, but that these be reviewed in detail in the second stage of the official plan review.

8. The Regional Development Strategy be based on an urban settlement pattern that recognizes the need for continued growth outside the Greenbelt, directs some of that growth south of the Greenbelt to balance transportation flows around the periphery of the Greenbelt, and encourages future employment growth to occur outside the central area.

9. The Regional Development Strategy be based on the continued protection of agricultural, mineral, and environmental resources and that the preparation of rural development policies during a subsequent phase of the official plan review, recognize the primary importance of these resources.

10. The Regional Development Strategy be based on the recognition that serviced villages in close proximity to the urban area are a Regional concern and that these communities be subject to the urban development policies of the Regional Plan.

11. The Regional Development Strategy be based on the principle that overall growth in the rural areas of the region will not exceed ten percent of total regional growth.

Township staff concurs with recommendations numbered 1, 2, 3, 6, 9, and 10 but has the following comments on the remaining recommendations:

4. This recommendation advocates the development of a south urban growth area (or areas), the timing, location, and configuration to be the subject of further study.

   Staff comment: Regional staff are recommending a south urban growth area (or areas) without an opportunity to study the relative merits of expanding the east and west urban communities. They base this position on the rationale that the transportation system will be more evenly loaded and a better supply of ground oriented building land would be available. They suggest "that once the south has been brought up to a substantial size, a future planning exercise can re-evaluate each of the communities to determine the relative merits of future expansion in each location".

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They then go on to suggest that a "trigger" should be determined as to when the south growth area should be brought on stream. Although they do not agree with the Township's position of 75,000 population, they suggest such factors as population size, population/employment ratio, and remaining supply of low density residential land be explored in the second stage of the Official Plan Review.

Although we agree with the "trigger" philosophy and will participate in the second stage of the review, we feel that it undermines the basic issue of studying the east and west urban boundary expansion at this time, or at least prior to the final decision on the south growth area being reached.

Regional staff admits that the relative benefit of designating additional lands south of the Greenbelt as opposed to expanding Orleans and Kanata beyond 100,000 was not tested directly. There is, therefore, no indication that the expansion of the east and west boundaries may have economies of scale for development and be located on less desirable resource lands than the south.

It is therefore suggested that if the Region is willing to explore when the south is to be released for development (e.g. the "trigger"), they should also be willing to explore the benefits of the south versus the benefits of an east and west urban community beyond 100,000 population. A commitment to the south urban community or communities should not be given until this study has been completed.

5. Recommendation number 5 deals with transit and advocates achieving or surpassing the model split guidelines contained in the 1974 Regional Plan.

   Staff comment: The importance of advancing the schedule of rapid transit to Orleans and Kanata was advocated by the public briefs. The benefits from this would result in decreased private transportation and increased employment opportunities. However, Regional staff are not sufficiently prepared to make a recommendation to re-shuffle transitway construction at this time.

   If the Regional staff are not prepared to make suggestions regarding the scheduling of transit now, they should at least indicate the importance of exploring this proposal. Although the scheduling issue will be addressed in the second stage review, the importance of transit extension to the east and west must not be undermined and should be stated as a principal at this time.

   In addition, it should be noted that a south urban growth area will add to the start-up costs of transit extension to the south.

7. Recommendation seven indicates that the timing and details of the infrastructure elements be reviewed in detail in the second stage of the review.

   Staff comment: This recommendation is not seen as a problem provided that the second stage review does not preclude the examination of the retention of Watt's sewage treatment or the construction and timing of certain roadways discussed in the report (i.e. Ottawa River Parkway East).

   In addition, additional transportation routes may have to be explored to service an east and west urban boundary expansion.

8. This recommendation recognizes the need for additional growth outside the Greenbelt, a south urban community, and future employment growth outside the Greenbelt.

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Staff comment: The first and latter points in this recommendation are agreed with, but the central point goes back to our discussion under recommendation number 4. It is reiterated that the south growth area should not be committed until a study of expanded east and west communities is made.

11. This recommendation suggests that rural growth not exceed ten percent of the total regional growth.

Staff comment: Although rural growth, as a percentage total regional growth, has generally been 10%, there is no reason why this should be required to continue. In terms of actual population growth, the rural area has kept pace or even surpassed the original Regional projections, whereas the urban population growth has been less than projected. Rural growth has been continuous and this should not be limited unless it conflicts with the preservation of natural resources such as agricultural and aggregate lands.

The means of controlling the ten percent growth in the existing Regional Official Plan was done by a quota system which in our opinion has not worked. How will the new growth limit be controlled? Obviously different municipalities have different rural growth opportunities. How will this be allocated and monitored? Before a figure of ten percent rural growth is agreed to, it should be justified and illustrated how this would be implemented.

Recommendation

It is recommended that this report, along with Planning Advisory Committee's and Council's confirmation be forwarded to the Region for input into the next public hearing on October 16, 1984.

In addition, the following rewording to the Regional recommendations are suggested:

4. The principal of the development of a major growth centre (or centres) south of the Greenbelt, the future location, configuration, and the timing of its (their) release be the subject of further study. This study is to be done in conjunction with the study of expanded east and west urban community boundaries.

5. The Regional Development Strategy be based in general on achieving, or surpassing, the model split guidelines contained in the 1974 Regional Plan, and on the priority of extending transit to the east and west urban communities.

8. The Regional Development Strategy be based on an urban settlement pattern that recognizes the need for continual growth outside the Greenbelt and encourages future employment growth to occur outside the central area.

11. This recommendation should be eliminated.

Pamela Sweet

Pamela Sweet,
Planning Director

PS/dkg

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830-2

BRIEF
OF THE
DALHOUSIE COMMUNITY ASSOCIATION
TO THE REGIONAL COUNCIL OF
THE REGIONAL MUNICIPALITY OF OTTAWA CARLETON

PRESENTED OCTOBER 16, 1984,
concerning the
REGIONAL DEVELOPMENT STRATEGY

OTTAWA-CARLETON
RECEIVED
10:10
OCT 9 1984
CLERK'S DEPARTMENT

The Dalhousie Community Association thanks the Committee for the opportunity to address some issues of the Regional Development Strategy as it affects Dalhousie Ward. The Dalhousie Community Association also wishes to thank at this time Daniel Nixey and Brendan Reid of the Regional Planning Staff for making themselves available to the members of the Dalhousie Community Association during their evenings on top of the considerable man-hours expended by Regional Staff to meet with members of the coalition of Community Associations over the summer. The Association hopes that any differences between the Regional Planning Staff and the Community Associations continue to be helpful collegial differences, such as they were over the past summer

Following the May 29, 1984 hearing the Dalhousie Community Association submitted a four paragraph reaction to the Regional Development Strategy which appears in Volume II of the Public Consultation Report (pp. 180-1). In this mini-brief the Dalhousie Community Association argued that the residential land use would continue to be of a higher density form than the trend towards lower densities which was supposed to obtain in the Region as a whole. Our second point was that there was little opportunity to address the planning implications of the extensive roadway construction which had been conceptually proposed for Dalhousie Ward.

To these points Regional Staff responded that the Regional street widenings which concerned us were not addressed in this Review exercise but would be done in the next phase of the official plan review. The Regional Staff also noted that our concern over residential land use in the Ward had been met by the allowance in the Regional Official Plan Review for the development of an additional 2,000 units on LeBreton Flats (see Staff Response to Briefs at 29 May 1984 Public Hearing pp. 4-23-4). In light of this circumstance it has been suggested by Regional Staff that we address the eleven recommendations contained in the Executive Summary of the Report to Planning Committee on June 26, 1984.

But to further limit our remarks, it was also pointed out to us that acceptance or rejection of the Regional Development Strategy would not affect the timing or the decision to build the various roadway changes proposed for Dalhousie Ward, since the Ward remains a funnel and a crossroads for much of the East-West and North-South traffic movement through the RMOC. Therefore, as to the eleven recommendations, it will simply be noted that the Dalhousie Community Association supports the general or common brief written by several community associations over the summer months (see Ottawa Communities Common Brief on Regional Municipality of Ottawa-Carleton Official Plan Review and Regional Development Strategy).

Therefore we intend to use this opportunity to discuss some general Regional Planning Problems and how they might affect planning in Dalhousie Ward. We intend to focus on what perhaps are two theses of development in Ottawa-Carleton which the authors of the Regional Review seek to promote: 1.-that housing growth in the recent past has been more spread out and will continue to be so and 2.-major capital improvements to the Regional infrastructure are required anyways, regardless of the size and nature of population household growth.

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Spread-out Growth

Nothing happens naturally. The 'trend' towards suburban growth reflects many factors acting in concert which include planning criteria, standards, grants to homebuyers, etc. Rather than saying the 'trend towards suburbanization is expected to continue', it would be more honest for the planners to say 'growth will continue to be directed towards suburban areas' unless the Region decides to direct growth elsewhere by adjusting setbacks, financing road building, withholding or adding sewers etc. All these decisions subtly affect the decision making environment away from low-density sprawl in favour of, say, redevelopment of existing areas or of intensified multi-purpose land use, to cite only two examples.

It is surely obvious, though admittedly beyond the scope of the most gifted urban planner, that the location and form of housing depends on the income of the householder. If housing is provided of a high density form within the price range of people without many economic choices it should follow that such housing would not lack for users. Additionally, it would seem to follow that the quality is a discernable factor from the density, with perhaps the size of the unit being a paramount consideration regardless of the density. Bluntly put we believe people would rather live in high-quality, high density than in low-sprawl tarpaper shacks. Of course there is a world of options between these two, but if the region could prove the viability of the latter choice it would go a long way towards obviating our argument. This said, the Regional Development Strategy needs to distinguish among various types of 'high density' options -- mostly this notion conjures up the spectre of high rises, when it might mean infill housing, duplexing, tounhouses, revised severance legislation, smaller lots, mixed-use development on commercially zoned-lands such as apartments over commercial plazas etc. etc. etc.

Infrastructural Costs and Social Costs

If services must be extended to accommodate growth, the Region should try to recover costs from users wherever possible. Water bills, for example are levied to pay for water consumed. However, in maintaining many services such as road and sewer facilities within the Region, the rate is the same regardless of the amount of pipe (cost to deliver water) per person. There should be an ongoing levy based on lot size for many services that vary by lot size. Higher density housing that more efficiently uses these services should pay less for these services, while those lots which require more services per lot according to their consumption of services should pay higher taxes.

None of the transportation cost forecasts in the Regional Development Strategy show costs other than capital costs. The real costs of road building should also include the projected costs of thirty years of road maintenance. Such maintenance costs are unavoidable

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and dramatically increase the life-cycle costs of road links. Transitway costs might be dramatically cheaper over the long run as might a more compact urban form which would lessen the length of road that otherwise might need to be built.

Social costs are contentious things to add to roads, but our neighbourhood feels they are important. The Regional Plan envisages and the Regional Development Strategy continues to project, heavy use of mixed residential/commercial streets for through traffic in order to delay capital costs for new arterials such as the Champagne Arterial, for example. The Champagne Arterial in theory has a very low social cost but will also have a significantly higher capital cost. Unlike many community associations, the Dalhousie Community Association appreciates the value of purpose-build through-traffic arterials such as the Queensway, Carling Avenue, Albert-Scott and possibly a Champagne Arterial. Our ongoing interest is to minimize the adverse impacts of existing through streets and their widenings(eg.,Queensway widening or parallel service arterials) and to promote the advanced implementation of new arterials that can preserve community streets such as Booth and Preston from ever larger traffic flows and resulting deterioration of housing stock and access restrictions on businesses. In other words, this Community Association is a group of rational individuals who are not adverse to making the necessary trade-offs, if it can be demonstrated through adequate data and planning and genuine community consultation that such trade-offs are in the best interests of the region as a whole.

Archie Campbell
Ken Hillis
Eric Darwin
of the Dalhousie Community Association

Rideau

October 16, 1984

Planning Committee,
Regional Municipality of Ottawa-Carleton,
222 Queen Street,
Ottawa, Ontario K1P 5Z3

Re: R.M.O.C. Regional Development Strategy for the Official Plan

Dear Members of the Planning Committee:

The Downtown Rideau Board of Management is somewhat concerned that the proposed Regional Development Strategy concentrates on the East, South, and West urban communities at the expense of the Central area.

We recognize that the greatest residential growth areas are in the urban communities. However, the secondary growth potential still remains in the Central core. There are many single storey buildings that can be developed by acquiring adjacent properties resulting in population densities five times the present experience. Major commercial development for office space also has tremendous growth potential in the core.

The Regional Development Strategy must address the factual growth potential of the Central area and provide for adequate utilities and roads in the core to keep pace with the development.

There is a need for an additional road capacity between the Central area and the East urban community. And, a need for transitway extension to the East urban community (due to the growth expansion there) on a priority basis.

There is a need for transitway extension to the West urban community. There is a need for road improvements to relieve the inner section of the Queensway. And, a need for additional road capacity into the core before a start of the South urban community.

These unresolved issues have a negative economic impact on the downtown area which will result in a lower development and / or re-development and a further weakening of the downtown core economic base. It is our understanding that the proposed Regional Development Strategy indicates a "status quo" for the Central area. We urge the Planning Committee to review the growth potential of the core and to reflect this reality in the overall strategy.

.....2

Downtown Rideau Board of Management / Centre-ville Rideau Bureau de gestion
111-A Rideau, Ottawa, Ontario K1N 5X1 Tel. (613) 235-0768

We thank you for your consideration.

Yours truly,

DOWNTOWN RIDEAU BOARD OF MANAGEMENT,

Peter T. Mercer,
General Manager.

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850-0

Dows Lake Residents' Association

OTTAWA-CARLETON
RECEIVED
850
OCT 1984
CLERK'S DEPARTMENT

Mr. J. M. Wright,
Planning Commissioner,
Regional Municipality of Ottawa-Carleton,
222 Queen Street,
Ottawa, Ontario.
K1P 5Z3

Dear Mr. Wright;

Re: Official Plan Review - Regional Development Strategy

The Dows' Lake Residents' Association (DLRA) is pleased to comment on the Official Plan Review. The DLRA supports the Glebe Community Association in their comments on the Official Plan Review.

The DLRA has, however, additional specific concerns about some aspects of the Transportation Component which will directly impact the residents of our area:

a) We note with alarm the lack of planning to alleviate the heavy traffic volumes on Bronson Avenue, which Regional Transportation representatives state is already at capac ity.
b) We have reservations about a possible extension of the Champagne Arterial to Carling Avenue and the projected Chaudiere Bridge/Preston Street link-up; both of which would increase flow-through traffic in our area.
c) The Portage Bridge/Bronson Avenue link-up will provide a direct route from Ontario Highway 31 to Quebec Highway 105.

We have always felt that Bronson Avenue is a residential street, a philosophy reinforced by City Council when it reduced R zonings and imposed height restrictions via the Glebe Development Plan. We feel that the factors listed above will increase traffic volumes and violations on Bronson Avenue; which will in turn create greater risks for pedestrians crossing Bronson Avenue (as all of our school children must do) and will serve to further isolate our neighbourhood from the rest of the Glebe Community.

Sincerely yours,

(Mrs.) Diana M. Paterson,
President.

21 Opeongo Road,
Ottawa, Ontario
K1S 4L1
1 October 1984.

Ontario
Ministry of the Environment
Ministère de l'Environnement

Southeastern Region
Région du Sud-Est

133 Dalton St
PO Box 820
Kingston Ontario
K7L 4X6
613/549-4000

133, rue Dalton
C.P. 820
Kingston (Ontario)
K7L 4X6
613/549-4000

August 8th, 1984

830-2

Mr. J. Barry O'Gorman
Secretary
Planning Committee
Regional Municipality of Ottawa-Carleton
14th Floor, 222 Queen Street
OTTAWA, Ontario
K1P 5Z3

OTTAWA-CARLETON
RECEIVED
AUG 24 1984
CLERK'S DEPARTMENT

Dear Sir:

Re: Regional Municipality of Ottawa-Carleton
Staff Report to Planning Committee
Regional Development Strategy

Staff of the Southeastern Region of the Ministry of the Environment have reviewed the above paper and we wish to offer our comments.

The Ministry does not intend to appear at the October 16 hearing, however we would like to have it placed on record at this time that the Ministry recommends that major development south of the Green Belt take place having regard for the recommendations of the Rideau River Storm Water Management Study and the South Urban Community Storm Water Management Study.

Yours very truly,

M.M. Holy, Chief
Approvals & Planning
Technical Support
Southeastern Region
/km

Ack

Submission on:

OFFICIAL PLAN REVIEW: REGIONAL DEVELOPMENT STRATEGY, 1984

To: Planning Committee, Regional Municipality of Ottawa-Carleton
From: Federation of Ottawa-Carleton Tenants Associations,
October 1984
Bayshore Tenants Association

OTTAWA-CARLETON
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203
OCT 15 1984
CLERK'S DEPARTMENT

Dan McIntyre, Executive Director
Anna Hercz, Executive member
Bayshore Tenants Association

Regarding the Regional Planning Department document "Regional Development Stategy: Conclusions and Recommendations", 26 June 1984, we wish to express our agreement with the Ottawa Communities Common Brief, October 1984 and the City of Ottawa response (October 1984) to the Regional Development Strategy. We would like to stress our agreement especially with the City of Ottawa amended recommendations no. 2,4,7,8 and the additional recommendation no. 9.

The above amended recommendations and the Ottawa Communities Common Brief highlight essential problems of the proposed Regional Development Strategy. Assumptions regarding many issues (e.g. house-type preferences) are not sufficiently documented. The range of alternatives to assuming that a major growth center will be developed south of the Greenbelt has not been fully explored. The need for a Regional Development Strategy based upon an approach which seeks to optimize the use of existing infrastructure, thereby limiting future regional and municipal tax increases was not viewed as an essential part of the strategy.

In the following we would like to comment on certain land use and housing related aspects of the Regional Development Strategy which directly affect the interest of people who rent their homes. It is undisputable that the free market in land and housing, as a rational allocator of sites and resources, has strengths and weaknesses. The latter are partially stated in the various reports prepared by the Planning Department but no strategies are suggested to overcome them. (e.g. The population of Ottawa-Carleton region does not justify its spatial spread and the costs associated with it.)

Regional planners base their forecast for the future need of residential land on the assumption that there is a strong need and demand for suburban ground-oriented predominantly low-density housing. We understand that the region wished to fulfill this land need (or demand?) because of basic objectives of the Official Plan, namely preservation of a certain quality of life and provision of choice in type and location of housing. However, a large percentage of the population does not have the income to be able to afford a housing choice (location and type); or by preference does not want this over-generalized (and encouraged) suburban type of choice.

While lifestyle is a criterion for separation or clustering by choice, income is the means of achieving the objective separation. On the one hand there are the interests, values, people's images and expectations of a lifestyle. On the other hand, there are the economic conditions securing what is realistically attainable.

In regards to the region's objectives (preservation of a certain quality of life and provision of choice in housing) three important questions will have to be asked. Quality of life for who? Choice for who? Are the locational choices available?

Preserving or improving the quality of life in the Ottawa-Carleton region should not necessarily mean unlimited space for some and limited space for the majority. Medium and high density developments are generally associated with low or medium income people. The inequality of land allocation reinforces the status significance of density. Land allocation is a form of income. By further urban expansion the region continues to subsidize the space demands of some medium, but predominantly high income groups. Land is allocated to people on the basis of their income (expressed as capacity to build, heat, travel, etc.)

The problem of housing need for all segments of the population should not be separated from the Official Plan. The land component (determining accessibility, transportation costs etc.) needs to be dealt with at this stage of the planning process. Following with great concern the Regional Council's (Joint Committee, Planning and Social Services) decisions on the Regional Housing Statement Update (August 1984) recommendations, our impression is that the Council prefers to deal with housing problems one by one as they arise or as they become unavoidable, instead of recognizing their permanency and work on preventing some of the conditions which create them. The Regional Housing Statement Update was a step forward in the right direction. It is unfortunate that essential recommendations (no. 8 - Investigate methods for encouraging and facilitating residential intensification, and no. 12 - Explore ways of meeting housing needs) were not acceptable to the Regional Council.

Proposing that housing development occurs in certain percentages of housing types is not a strategy. Also the Regional Development Strategy gives no corresponding figure for the amount of land to be used for the different housing types. Probably the projected 21% of single family units are expected to use up 60% of the total available residential land. It is very difficult or impossible to place any form of social housing or non-profit housing in attractive and accessible locations after all acceptable land is taken up by market housing.

The use of present zoned land is not optimized. Land use for commercial, industrial, institutional and residential uses in the region is excessive. A large percentage of the region's urban land and services are underutilized. Early release of new urban land (e.g. extension of water and sewage lines) would encourage the furthering of low density development everywhere. Making available large tracts of vacant land outside the Greenbelt hampers our capacity to foster interest in development of existing vacant land of different scales.

If the majority of residential growth is planned to occur outside the Greenbelt there is no impetus for intensification. Policies are needed to support the idea of intensification. The Region could develop a role in setting trends (and develop a more innovative pattern of growth) instead of sailing with trends. Land use intensification should be accompanied by "Development Agreements" to assure a sensible increase of densities, mix of uses, open space and suitability of building height and design.

The public participation process gave us and other community groups an opportunity to both get better informed, and discuss with the Region's and City's planning staff growth trends and alternative growth scenarios. We hope that our concerns regarding rental housing needs for all income groups and the direction of growth will be taken in consideration at this stage of the planning process.

GLEBE COMMUNITY ASSOCIATION

Mrs. Beryl Gaffney, Chairperson,
Planning Committee,
Regional Municipality of Ottawa-Carleton,
222 Queen Street,
Ottawa, Ontario

Re: RMOC Development Strategy

Dear Mrs. Gaffney,

Thank you for the Committee's invitation to the Glebe Community Association (GCA), given by Alderman Catterall, to appear at the Committee's upcoming October 23 meeting. Unfortunately I will be out of the city October 22 - 24 and Jim McCarthy, the GCA Vice-President involved in the drafting of the GCA brief, is also unavailable on that date. Moreover the GCA President, Rob Quinn, will be out of town as well.

We would like to reemphasize the points contained in the GCA brief, especially that the Glebe Neighbourhood wishes to see its Neighbourhood Plan respected in any upcoming decisions of either the RMOC or the City of Ottawa. If the City or the RMOC are considering higher densities of dwelling units, even within existing zoning, it is our suggestion that this be carefully planned in consultation with the affected neighbourhoods. At one of our sessions this summer when I asked City of Ottawa officials how additional density would be achieved the response was either by capping suburban development or by loosening the City's Committee of Adjustment procedures. I believe the first of these policies would be impractical and would serve to either escalate land prices or direct development to the Outaouais. The second)policy concerns us because it appears that the City's Committee of Adjustment does not understand the intentions of the Glebe Neighbourhood Plan.

I would suggest the addition to the Committee's resolutions of one aimed at respecting approved neighbourhood plans where these are in existence.

Even though we cannot appear before your Committee on October 23, we intend to pursue these issues and would like tocontinue these discussions with you and your Committee during its deliberations on the RMOC Development Strategy.

Yours very truly,

Wayne H. Kauk

Wayne H. Kauk, Chairperson,
Glebe Neighbourhood Planning Committee

cc.M. Catterall
H. Smith
R. Quinn
J. McCarthy

IMPROVEMENT THROUGH UNITY

GLEBE COMMUNITY ASSOCIATION

830-2

P.O. Box 4153, Station E
99 Fourth Avenue
Ottawa, Ontario
K1S 2L0

October 5, 1984

OTTAWA-CARLETON
RECEIVED
10 30
OCT 9 1984
8
CLERK'S DEPARTMENT

Mr. Barry O'Gorman
Secretary, Planning Committee
Regional Municipality of Ottawa-Carleton
222 Queen Street, 14th Floor
Ottawa, Ontario
K1P 5Z3

Dear Mr. O'Gorman:

Please find attached the Glebe Community Association brief on the RMOC Official Plan Review to date. We understand that we may present this brief at a public community meeting scheduled on October 16 by the RMOC Planning Committee.

We would like to thank regional staff, particularly Mr. Chris Bradshaw, Mr. Daniel Nixie, Mr. Brendan Reid and Mr. Nick Tunnacliffe, for their lucid presentations on complex issues and their general cooperation during the course of these sessions.

Yours sincerely,

Jim McCarthy
Jim McCarthy
Vice President

Wayne Kauk
Wayne Kauk, Chairman
Neighbourhood Planning Committee

IMPROVEMENT THROUGH UNITY

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GLEBE COMMUNITY ASSOCIATION BRIEF

on

Regional Municipality of Ottawa-Carleton

Official Plan Review

(First Phase)

October 3, 1984

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EXECUTIVE SUMMARY OF GLEBE COMMUNITY ASSOCIATION BRIEF
ON THE RMOC OFFICIAL PLAN REVIEW
October 3, 1984

1. The Glebe Community Association (GCA) represents about 2800 adult members in the area bounded by the Queensway, the Rideau Canal, Dows Lake, Carling Avenue and Bronson Avenue.

2. The GCA wishes to emphasize the desire of the Glebe neighbourhood to maintain its present character.

3. The Glebe Neighbourhood Plan, developed in the period 1977-79, sets out this objective in specific detail.

4. In the GCA's view, the conclusions of the Plan are as valid today as when they were approved in 1979/80.

5. The GCA asks that the RMOC and the City of Ottawa respect the goals and terms of the Glebe Neighbourhood Plan in any of their future decisions on urban land use and transportation.

6. Based on its approved Neighbourhood Plan the GCA desires to retain the present characteristics of the Glebe:

   - mixed income base;
   - the current balance of tenants to owners;
   - single and multiple family housing;
   - vital commercial core (Bank Street area);
   - high sense of neighbourhood identity; and
   - current intensity of land use.

7. The GCA opposes the kind of land use development that would change its character, especially additional intensive land use development, residential or commercial.

8. The GCA generally supports regional staff recommendations to continue the present strategy of balanced growth in three urban communities (Kanata, Orleans, South Urban Community). The GCA takes as integral to this strategy:

   a. the development of the South Urban Community and its associated costly infrastructure when this becomes necessary;

   b. the location of substantial employment in these three urban communities; and

   c. the connection of the urban communities to the core by rapid public transit.

9. There appears to be, however, a lack of regional policies and strategies to:

   a. attract new employment on a fairly distributed basis in line with the regional plan; and

   b. develop social/commercial centres within the three proposed urban communities (i.e., to make them true urban and not just dormitory communities).

10. The GCA agrees with the regional staff suggestion for growth monitoring systems to allow short-term planning/programming and neighbourhood impact assessment related to provision of infrastructure. The GCA also points out:

    a. the need for close liaison with the federal government, especially on its plans for employment by location; and

    b. the need for adequate socio-economic analysis at the neighbourhood level as a basis for planning municipal facilities and services.

11. The GCA supports regional staff proposals for public transit as the dominant mode, with employment at transit nodes.

12. The neighbourhood is concerned with the increasingly heavy congestion of traffic on Bronson Avenue and Bank Street.

13. The GCA asks that the adequacy and timing of north-south links to serve the South Urban Community be addressed in upcoming studies, particularly if significant expansion is planned east of the Rideau River.

14. The GCA confirms its intention to continue its participation in the Queensway Corridor study, which in our view should be closely linked with the Official Plan Review.

15. The GCA expresses concern with the current Official Plan Review of the City of Ottawa for the following reasons:

    a) the lack of synchronization with the regional planning process; and

    b) the proposal to the Region to consider higher density land use options within the Greenbelt without prior adequate analysis of their feasibility or consequences and without adequate prior consultation with associations representing potentially affected communities.

16. The GCA wishes very much to participate further with the RMOC in the detailed development of a regional plan over the coming year.

Introduction

The Glebe Community Association, representing about 2800 adult members, has participated in the first phase of the public consultation process of the Regional Municipality's Official Plan Review. Two directors attended the entire set of meetings held over the summer months by representatives of a number of Ottawa community associations to discuss various RMOC staff documents. RMOC staff provided thorough and well-organized briefings and responded to many questions. The GCA thanks them for their contribution.

One of the two GCA directors, Mr. Wayne Kauk, chaired the series of meetings.

Each of the GCA's 30 directors received a copy of a draft of this brief in advance of the regular GCA Directors' meeting of 25 September. At that meeting, the directors considered, refined, and unanimously approved the attached brief on behalf of the Association.

The following subjects are discussed:

I Background: Summary of planning premises.

II Validity of RMOC planning assumptions: Population, employment, housing needs and growth location.

III Impacts on the Glebe: Location of growth, and transportation.

IV Major questions arising from the RMOC studies and comments on the eleven Recommendations.

I Background: Summary of Planning Premises

The shaping of the Ottawa-Carleton region began well before the formal establishment in 1968 of the RMOC (Regional Municipality of Ottawa-Carleton). The early nineteenth century construction of the Rideau Canal at the confluence of the Ottawa and Rideau Rivers, followed by the region's development as a forest products community and its selection as the national capital, began the powerful process of federal land use in the region.

An important federal initiative was the Greber Plan, developed and implemented in the post-war period, which resulted in the establishment between 1959 and 1965 of the Greenbelt, a 14,264 hectare tract of federal government land to surround the then existing urban area. The Greenbelt had a profound effect in shaping the region in that, once available land inside it was utilized, new development had to jump the Greenbelt to areas like Kanata and other similar developments.

The RMOC, taking a well developed urban-centred region as a given, prepared an official plan over a four year period and adopted it in October 1974. The Ontario Municipal Board and the provincial cabinet have authorized a total of 33 amendments to this official plan up to October 1983.

Three years ago the RMOC began an Official Plan Review (OPR) to ascertain the continuing validity of its current plan. As part of this process the RMOC tabled a regional development strategy document.

The major features of the current (i.e. 1974 as amended) RMOC official plan are:

- three satellite communities (east, west, south) intended to be large and viable (50-100,000 population each) to which employment growth would be allocated;
- a population to be planned for of about one million by the year 2000 with a 90:10 urban:rural ratio;
- a system of transitways to foster a dominant role for public transit; and
- new roads and bridges to be provided only if warranted and given a low order of priority.

The major findings of this current review are:

- the west urban community, Kanata, has worked out as intended with a substantial employment and population base;
- the east urban community, Orleans, has had a substantial share of the regional population growth but very little employment has located there;

- while the region's population will be substantially lower than one million by the year 2000, higher land consumption per capita than expected in the mid-70s will require about the same amount of land by the year 2000 as in the earlier forecast;

- the south urban community, now centred on Barrhaven, needs additional study, and would also require a commitment by the RMOC to provide major infrastructure before it could be further developed; and

- priority should continue to be given to public transit, possibly with an increase in the target of transit ridership as compared to the use of private vehicles.

II Validity of RMOC Planning Assumptions
Population, Employment, Housing Needs and Growth Location

a. Population

RMOC staff appear to have determined reasonable high and low values for expected RMOC population growth through a process of iteration between population and employment growth:

The table below describes the range of current population projections in the Official Plan Review.

Population and Growth Rates: Ottawa Carleton

	Population		Growth Rates	
	1981 Actual	2001 Projection	1971-81 Actual	1981-2001 Projection
Low growth	546,772	623,000	1.5%	0.65%
High growth	546,772	723,000	1.5%	1.4%

These projections take account of demographic factors including mortality, fertility and net in-migration.

b. Employment

Employment projections are shown in the table below. They were based upon the population projections and then investigated to determine reasonableness by employment sector. Much emphasis was put on Federal employment growth projections. This seems a very valid point of departure, as the region is essentially still a one-industry town. The much publicized emergence of other sectors (e.g. hi-tech) in recent years has not affected the federal government's predominance as an employer. Federal government growth, about one-third of total employment growth, was projected as follows:

From 1981 to 2001

low growth projection	0.3% p.a.
high growth projection	2.0% p.a.
previous 20 years average	3.6% p.a.

Employment based on full-time equivalent jobs: Ottawa-Carleton

	1981	2001
Low growth	269,400	325,700
High growth	269,400	404,900

The RMOC staff position is that neither future long-term population nor employment can be accurately known. Therefore staff argue that the approach to planning must be one that constantly monitors and updates medium-term forecasts to ensure facilities and infrastructure are provided in advance of need but not so far that resources are wasted.

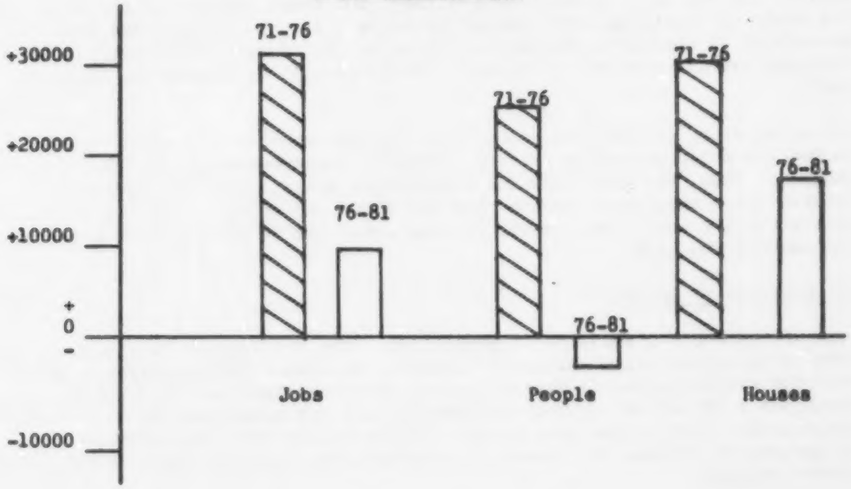
There was concern expressed by representatives of community associations about the validity of the federal government employment growth projections. In response, data was provided which further substantiated the great volatility evident in he figures above - including the fact that very recent federal employment growth has been very high. The Regional staff still felt they were realistic in their growth rate projections based on the history of the last twenty years.

However, the GCA suggests that there are pressures in the current economic and political climate which may not be of short-term duration, and which may very well result in a federal employment growth rate well below the RMOC's suggested "low", i.e. 0% or even real decline.

The GCA supports the suggested Regional approach of timely and published monitoring and medium-term forecasting as an appropriate means of dealing with this volatility.

Of relevance are the RMOC data and assumptions on the location of urban growth within or outside the Greenbelt. From 1976 to 1981, 97% of net regional population growth occurred in the three urban communities outside the Greenbelt, and population actually declined within the entire Greenbelt between 1976 and 1981. This is illustrated in more detail in the graph below:

Growth Inside The Greenbelt
1971 - 1976 - 1981



79

Regarding population growth, the municipalities of Ottawa, Rockcliffe and Vanier lost 544 people between 1971-76, in spite of a population growth within the Greenbelt of some 28,400. In the 1976-81 period, this trend was even more marked, with the three above municipalities losing 10,567 people, which was only partially offset by the gains of 8,521 in Nepean and Gloucester.

c. Housing

The RMOC staff indicate that the shrinking population within the Greenbelt is a result of declining household size. The average household size declined from 3.3 persons per household in 1971 to 2.7 persons per household in 1981 within the Region as a whole. In the City of Ottawa, household size averaged 2.3 persons per household in 1981; Glebe household size averaged 2.42 in the same year. From 1971 to 1981 the RMOC population increased by 16% while the number of households increased by 46%. Some reasons suggested for this change are a changing age structure (baby-boomers, elderly), decreasing fertility rates (smaller families) and higher propensity to form households (increased affluence? divorce?).

Household formation is the basic determinant of the demand for land. This explains the large number of housing units built and the large amount of land consumed from 1971 to 1981, even though population growth was modest. (In the Glebe population declined, but there was no reduction in the number of dwelling units needed to house that population.) The RMOC assumption is that land consumption rates at 1981 levels will continue to 2001 and overall need for residential land use will be planned on this basis.

Any alternative to the RMOC assumptions on land consumption would appear to require major change in private citizens' preferences and market-choices. Thus, the GCA finds the assumptions valid, with the caveat of an even lower employment growth than the "low" projected by the Region. This situation would then result in some reduction in the forecast need for housing and land.

d. Location of Growth

None of the above discussion of population, jobs and housing has an obvious connection with community concerns. An impact really arises only when the subject moves to that of growth location. Regional staff have developed a variety of options to describe the way growth may be distributed. Four of the more likely options (using RMOC identifiers) assume growth outside the Greenbelt, but have the following individual characteristics:

"H4"- emphasizes employment in the central core;

"H6"- emphasizes employment in the urban communities outside the Greenbelt;

"H7"- includes a large south urban community with employment emphasized in the central core;

"H8"- a large south-urban community with employment inside the Greenbelt but not in the central core.

Regional staff cited only one option, "H1", that emphasized growth within the Greenbelt, though not in the inner urban area. During the course of the consultation process, staff developed and described a sixth option code-named "Big-in-B" that also adds population to the inner urban area.

The Regional staff's own emphasis on growth outside the Greenbelt reflects their view that this is the most likely location of growth. In particular, Regional staff did not project significant additional population growth in the "inner urban area", which is that portion of Ottawa bounded by the Rideau River and the CPR tracks, and thus includes the Glebe. Staff provided two related reasons for this:

I The land capacity under current zoning will not handle significant additional housing, and

II Inner urban area community groups would likely oppose the substantial high rise type developments necessary to handle any large projected population growth.

In fact, the only option which staff projected would have any population impact on the Glebe was the "Big-in-B" option. It projected the addition of some 200 dwelling units to the Glebe's existing 4,800. Among the other, more feasible options described by Regional staff, it appears that there is no significant difference in their impacts on the Glebe, at least in terms of population and housing density.

III Impacts on the Glebe
Growth-Location and Transportation

a. Location of Growth

Reviewing the RMOC staff's analysis of location of growth, the GCA finds their assumptions to be reasonable; the major exception being scepticism about the ability of the Region to guide employment growth to the outlying urban communities.

However, the City of Ottawa's recently launched Official Plan Review has an entirely different and indeed opposite emphasis. City staff's view, as presented to community associations in a preliminary form, is that the City of Ottawa itself, with some changes in "policies", could contribute significantly to absorbing population growth. Given such redevelopment within the city, further expansion of the south urban community might not be necessary. City staff briefly cited two strategies which might absorb some of this growth, namely:

- "moderate urban infill", and
- "dense urban form".

Precise definition of these terms has not yet been provided. City staff state that substantial growth within the city (e.g. 40,000 people) could be accommodated within current zoning by use of land now vacant and by redevelopment of current low-quality housing stock to a higher density.

The GCA must express its concern about city staff's apparent bias towards higher-density development that, if applied to the Glebe, would be contrary to the official Glebe Neighbourhood Plan approved in 1980. Further, the lack of apparent coordination of City planning efforts with those of the Region bears with it the strong likelihood of defeating any sound planning which does take place. At the very least, it brings with it a duplication and waste of effort.

b. Transportation

The same land-use options described above were also tested by Regional staff for their impacts on traffic. The results showed a decided difference in traffic impacts among these options. Predictably, the options which put most stress on central core employment, especially if combined with a south urban community without its own employment, had the greatest impact on traffic. In fact, they exceeded the capacity of the "Rideau Canal Screenline", which among other routes includes Bank Street, Bronson Avenue, and the Queensway.

It is the experience and observation of Glebe residents that both Bank Street and Bronson Avenue are already at or exceed their capacities. Regional staff have indicated that they agree with the Glebe's view on this subject. The current heavy flow of traffic on Bronson already isolates the Dow's Lake portion of the neighbourhood from the rest of the

Glebe. Particularly affected is pedestrian traffic, especially that of children, all of whom must cross Bronson to attend school. The GCA must therefore express concern about recent plans to link Bronson's north end with the Portage Bridge, because of the potential this may bring for increased traffic congestion through the Glebe and Centretown portions of Bronson Avenue.

Given these concerns about traffic, especially in the North-South direction, the GCA remains a strong advocate of using public transit as the dominant mode of transportation in the Region. In this connection, it is unclear from the existing plan or the current Plan Review whether adequate transit links have been projected for the event that the South urban community might extend East to or across the Rideau River. Such extension would exert further pressure on North-South routes such as Bronson Avenue and Bank Street.

The Queensway, also at capacity, is currently subject to the "Queensway Corridor Study". It appears obvious that the Queensway Corridor Study should be tied and coordinated with the Region's Official Plan Review because the Region's projected or proposed directions of growth will directly affect the utilization of the Queensway.

The GCA has an obvious and legitimate concern regarding the current through and adjacent traffic situation engendered by these three major thoroughfares. In particular, the situation on Bronson already exceeds tolerable limits for what is still, north of the Canal, a residential street. The GCA must therefore view with alarm any proposal which may increase traffic congestion on Bronson, Bank and the Queensway.

IV Major Questions Arising From The RMOC Studies and The Eleven Recommendations

1. The Plan really appears to be a framework for residential development. Real control of the location of population appears to be mainly with developers acting through a government process to obtain approval of development applications. Are stronger mechanisms needed or feasible?

2. There is no consideration in any of the RMOC documents of the social and economic trends RMOC staff have described (in terms of population density, housing needs and location). These real but less tangible factors need more review, especially in terms of their continuing effect on the future shape of the Region.

3. There is no evidence at present of an effective employment development strategy or of means whereby the RMOC can influence the location of employment; the lack of substantial employment in the East community attests to this. Should mechanisms for these purposes be developed or are they indeed feasible? What are the economic goals of the Region?

4. The federal government (NCC) as a major land owner, and thus a powerful decision-maker, is not subject to the RMOC Plan. The Outaouais regional government and the provinces of Ontario and Quebec also influence the shaping of the Region. Are there adequate processes of consultation and agreement between the RMOC and these other bodies?

5. The City of Ottawa is just beginning its own official plan review, halfway through the Region's completion of its review. Is there going to be adequate coordination between Regional and City planning efforts?

6. If transportation and services guide the shape of the region, should these not be provided in such a way as to guide development to achieve the plan. For the south urban community, the OPR does not appear to address this issue.

7. In general, the "Eleven Recommendations" developed by RMOC staff are supported by the analysis. The major question here concerns recommendations 4 and 8 to the effect that some of the growth should be directed south of the Greenbelt. Experience to date suggests that it is questionable whether this community would be able to attract the employment and the range of social and community facilities to make it more than a dormitory suburb. Regardless of the level of employment in the South Urban Community, there will be a need to provide for adequate transit links to the jobs located within the Greenbelt, especially in the event that this community spreads far enough east to require significant North-South links through the inner urban area. RMOC planning to date does not provide for this requirement.

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GOULBOURN

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OTTAWA-CARLETON
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10:00
OCT 10 [illegible]
CLERK'S DEPARTMENT

October 2, 1984

W. Burnette
Clerk
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5Z3

Re: Goulbourn Township's Official Brief on the Regional Municipality of Ottawa-Carleton's Regional Development Strategy

---

Dear Sir:

Please find attached the resolution passed by Council on October 1st, 1984 pertaining to the above-noted subject along with the brief presented.

Yours truly,

Robert D. McKay

Robert D. McKay, M.C.I.P.
Planning Director

encl.
RDM:blf

THE CORPORATION OF THE

TOWNSHIP OF GOULBOURN

551

MOVED BY ______________________

SECONDED BY ______________________

NO. 21

BE IT RESOLVED THAT:

DATE OCTOBER 1 19 84

THE COUNCIL OF THE CORPORATION OF THE TOWNSHIP OF GOULBOURN ADOPT THE BRIEF AS PRESENTED AT THE OCTOBER 1st, 1984 COUNCIL MEETING AS GOULBOURN TOWNSHIP'S OFFICIAL BRIEF ON THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON'S REGIONAL DEVELOPMENT STRATEGY.

CARRIED BY ______________ LOST BY ______________ MAYOR ______________________

GOULBOURN
P. O. BOX 189
STITTSVILLE, ONTARIO
K0A 3G0

TO:

MAYOR AND COUNCIL

FROM: R. McKay

R. McKAY

DATE: **SEPTEMBER 27, 1984**

SUBJECT:

REGIONAL DEVELOPMENT STRATEGY

The Regional Development Strategy proposes a continuation of policies in the 1974 Regional Official Plan that may be considered out of date in light of new growth trends in Goulbourn Township.

The 1974 Regional Plan set up a detailed population allocation system to enable the Region to plan for major regional facilities; establish three major new urban growth areas and control rural development to protect the Region's recreation, mineral and agricultural land resources. This plan was based on the assumption on a 1:10 rural to urban population split.

In 1974, Richmond and Stittsville were considered to be rural villages. They were unserviced by municipal water and sewer. The Queensway ended at Moodie Drive in Nepean. Kanata was much smaller. Demand for and access to marginal lands suitable for estate lot development was less.

Stittsville in the past two years has had unprecedented growth and pressure for more urban type development. A new Secondary Plan was prepared to allow Stittsville to grow to 10,000 population. Sufficient subdivision and building activity has allowed this target population to be easily reached if all proposals on the drawing board proceed with the next 2 - 3 years.

Stittsville has signs of changing from a village to a town such as:

(1) regional water and sewer
(2) public regional transit service
(3) condominium development
(4) link singles and small lot residential development proposed by numerous developers
(5) flourishing high-tech industrial park
(6) ½ hour travel time (traffic and weather permitting) to the Regional core of downtown Ottawa with improvements and extension of the Queensway (Highway 417)
(7) proposed and existing commercial revitalization of the Main Street of Stittsville

All these signs indicate a need for the region to change it's regional development strategy and in Goulbourn's opinion allow for Stittsville to grow to 12,000 population level in a well-planned fashion by the year 2,000. Stittsville should be recognized as a town rather than rural village.

In the long term Goulbourn should consider developing a joint plan with the Township of West Carleton for the area between Highway 248 and the Queensway to avoid conflicting land use if planned in isolation by each municipality. This plan should be developed with regional input.

Richmond is also experiencing growth pains and is in the early stage of development. Its' historic tradition and location adjoining the Jock River should offer a valuable positive contribution to its' development.

Servicing can be considered the upper limit to growth. The Township wishes to undertake a comprehensive review of Richmond's potential for urban development and its constraints recognizing both local opinion and the need to protect prime agricultural lands in the Richmond area. Consultants are about to be chosen for this project.

Goulbourn Township recommends Richmond also be given special status as a town.

Munster and Ashton should be left as villages. Each have a special place in the Region's settlement pattern. Munster is a small well planned community with limited capacity for new development. Ashton is a precious historic village typical of rural Ontario and if the residents desire should not grow.

The Region should take steps to continue to protect the prime agricultural lands in Goulbourn, discourage strip development and maintain the Stittsville-Kanata buffer in its' Regional Development Strategy.

Further study should be done of marginal lands lying in the western portion of Goulbourn and West Carleton for new towns beyond the year 2,000.

In summary the Region is requested to:

(1) allow for further growth of Stittsville and Richmond as towns under special status than other smaller Regional villages.

(2) leave population allocation to local municipal official plans.

(3) protect good agricultural lands and prevent Stittsville and Kanata from growing together to form a continual area of urban development.

(4) maintain Ashton and Munster as small villages with very limited if any growth.

(5) continue to protect prime agricultural lands from urban development as much as is feasibly possible.

(6) future studies should be conducted on the ;

  (i) potential of new towns on marginal lands in the west portion of Goulbourn and West Carleton.

  (ii) the area north of Stittsville and south of the Queensway and its future land use and impact on development in Stittsville and West Carleton.

830-2

61 Loch Isle Road
Nepean K2H 8G7

829-6798

9 October 1984

Mr. Barry O'Gorman
Secretary
Planning Committee
Regional Municipality of Ottawa-Carleton
222 Queen Street
OTTAWA, Ontario

Re: Regional Plan Review - Public Hearings

Dear Mr. O'Gorman:

This is to confirm our telephone conversation of last Friday that I should like an opportunity to speak at the above this month. My comments will be addressed to the issue of phasing the implementation of the Inner and Outer Ring Roads as outlined in the Official Plan, and also the Hunt Club Extension.

Yours sincerely,

Marey Gregory

Marey Gregory

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CLERK'S DEPARTMENT

REGIONAL OFFICIAL PLAN REVIEW - REGIONAL DEVELOPMENT STRATEGY

BACKGROUND

I have been involved with the Regional Planning Process since 1973; with Action Britannia, as a member of two Citizens' Advisory Committees - Conservation Lands and Rapid Transit, and more recently with the Carp Hills Action Committee.

TRANSPORTATION

Inner & Outer Ring Roads

I would primarily like to take this opportunity to address the transportation component of the Regional Plan, in particular, the Inner and Outer Ring Road concept. As a past resident of the Britannia area, and now a resident of the north part of Nepean, and frequent user of all the major east-west arteries leading to downtown Ottawa, I am concerned that no immediate effort seems to have been deemed necessary by Regional Council to commence construction of the Inner Ring Road. This should be followed closely by serious planning for the Outer Ring Road. For purposes of clarification, I believe the original concept of the Inner Ring Road as being an extension of the Western Parkway is not worthy of further study, but rather that the Hunt Club Bridge provide the necessary pivotal point for the Inner Ring Road since by definition this artery is destined to cross the Rideau River at some point.

In the past, various suburban pressure groups have vociferously opposed the Hunt Club Extension, however, today, I believe neighbourhoods, such as Tanglewood, would be happy to have an alternative rather than have through traffic use their community to avoid congestion on the existing inadequate arteries.

I also believe that by implementing the Inner Ring Road sooner rather than later would perhaps be a disincentive for transportation planners to continue to explore such unproductive routes as the Britannia Arterial.

HIGHWAY 416

The proposed Highway 416 would necessarily tie in with both the Outer and Inner Ring Roads, and thus syphon off some traffic which otherwise would be directed to an already overburdened western Queensway.

FUTURE GROWTH

The present Regional Plan is in general an excellent blueprint to accommodate the growth of the Region. Balanced growth is essential if we are to ensure an economically viable Region in terms of its operating and capital costs. A linear city is not only undesirable in those terms, but it is also a very unnatural phenomenon.

It is unfortunate that the word growth sometimes conjures up negative images such as arterial highways being thrust through existing well established city neighbourhoods - balanced planning must work towards eradicating such disastrous images. Growth is healthy, necessary and desirable. It provides more opportunities for regional residents in terms of housing and employment.

DECENTRALISATION OF EMPLOYMENT CENTRE

Emphasis should continue on the decentralisation of employment in order to encourage a more balanced use of the transportation infrastructure, both in terms of public transit and the private car. Employment centres should be well established to the east, west and south of the Greenbelt.

SOUTHERN GROWTH AREA

This controversial area designated as a future satellite city should now commence to be developed. Orleans and Kanata are both well established, and it is now time to round out the healthy development of the Region to the south.

The City of Nepean has responded to the demand for a variety of housing and is now looking very shortly at the need to provide more serviced land in the south once phase 5 of Barrhaven is completed.

TIMEFRAME

My primary concern lies with the timeframe for implementation of the transportation and water services infrastructure to accommodate future growth. Now is the time to be taking such action. In short, iron out the bugs in the plan such as the Britannia Arterial, and get on with the job.

ADDENDUM - CARP HILLS

Lastly, although we realise citizen participation in the regional planning process has not always been a happy one, nevertheless, I believe all parties have tried to be cooperative. However, in light of Regional Council's recent rejection of implementing the Conservation Policy by allowing housing development in a key area identified for conservation purposes, I fear this may threaten the Region's credibility as an honest participant in the process. It is understood that planning is by definition a dynamic process, however, major changes in policy direction must be accompanied by due public notice, hearings and finalised by an official amendment. In the case of the Carp Hills this was not done, and as a result I believe it will only serve to reinforce the scepticism many already feel about the current planning process.

Respectfully submitted,

Marcy Gregory

Marcy Gregory
61 Loch Isle Road
Nepean

9 October 1984

P.3-2

489 Dawson Avenue
Ottawa, Ontario
K1P 5L6

OTTAWA-CARLETON
RECEIVED
9:
OCT 12 1984
CLERK'S DEPARTMENT

Chairman and Members
Planning Committee
Regional Municipality of Ottawa-Carleton

October 12, 1984

Dear Councillors:

I am writing on behalf of the Transportation and Hard Surfaces Committee of the Hampton Iona Community Group, concerning the document "Submission to the Regional Council on the Transportation Component of the Regional Development Strategy of the Official Plan Review" (October 5, 1984) prepared by Mr. E. Subissati.

Our committee is in general agreement with the concerns raised by Mr. Subissati, and endorses his analysis and recommendations. In particular, we recommend for your consideration:

1. Mr. Subissati's identification of a number of costs beyond the existing $50 Million deficit associated with the planned public transit system which are not recognized in the Official Plan. This factor alone makes the existing official plan review document an inadequate basis for policy decisions;

2. The submission's recommendations for dealing with the planning assumptions, projections, and total actual and estimated costs by independent audit or review. This is a key step, we believe; the costs of such auditing will be high, but should return significantly increased precision for plan revisions.

3. The submission's recommendations for dealing directly with problems of vibrations and noise caused by buses in residential areas.

Our community group has identified as its first priority the problems caused by heavy traffic, principally buses, in our area. The future of public transit in our city is of great concern to us.

If we can provide assistance or information to your Committee in its considerations we would be happy to provide more direct community input.

Sincerely,

Bob Cardillo

Bob Cardillo
for: Transportation and Hard Surfaces Committee
Hampton-Iona Community Group

830-0

Ottawa, October 5, 1984

OTTAWA-CARLETON
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OCT 5 1984
CLERK'S DEPARTMENT

Mr. Barry O'Gowan
Secretary Planning Committee
R.M.O.C.
4th floor - 222 Queen Street
Ottawa, Ontario
K1P 5Z3

Dear Barry:

Please accept attached brief for presentation re review of regional plan.

Looking forward to a confirmed booking for an oral presentation to the R.M.O.C. on October 16, 1984, I remain,

Respectfully submitted,

(per) Heron Park Brookfield Gardens
Community Association

By: Renso Vettoretti
2577 Kaladar Avenue
Ottawa, Ontario

Tel: 523-3601

RV/gs
Enc.

94

Over the past few months, many hours have been spent enlightening the community associations on the strategy and assumptions made in following a regional plan. Our community association supports the joint brief which has come from our meetings.

In addition to all the general recommendations our community has a sole specific concern. That is, of the CNR transitway corridor scheduled to be built in the near future.

For the following reasons this transitway should be seriously reconsidered.

A. Land Use

It has been admitted that building on Leda clay can be done but will be considerably more costly, not to mention the safety factor involved. Building this section will prove to be costly for both tax paying residents and potential human suffering.

B. Environment Impact

It has been noted that the tolerable noise levels have been decreased from 60 dcb to 55 dcb. What is the neighbourhood impact of this decision? How many homes will be affected? This must be addressed? Consider that we have Bank Street to the East, Walkley Road to the South, Heron Road to the North and the proposed transitway to the West, all within 3/4 km of our neighbourhood, what of the air quality and can the little green space we have be sacrificed! What is to be said for the quality of life in our neighbourhood.

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C. Cost

Within this heading there are three alternatives all of which must be considered so as to minimize the potential cost increases to the city residents.

Alternative 1:

Use of high density roadways with coordinated light systems during rush hour traffic.

Alternative 2:

It has been admitted that in the transportation strategy that existing roadways can accommodate projected high growth to the year 2000.

To this, the use of present parkways should be seriously lobbied so as not to duplicate current existing corridors eg. use of airport parkway in lieu of CNR transitway. Using existing parkways would be less costly to the taxpayer. There would be minimal traffic light obstructions so as not to slow traffic down. There is space for future expansion. They would not disrupt existing residents or impair the nature of neighbourhoods. There would be a shared cost to the maintainance of the parkways. An inconvenience of 4 hours during rush hours to visitors on parkways is a more than adequate trade-off for having transitways going through tax paying residents backyards all day, all year round.

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C. Cost (cont'd)

Alternative 3:

Opening of the Alta Vista East parkway. This will be addressed by other community groups.

From the above assessment, we would strongly urge that all work on the CNR transitway be stopped until the above-mentioned impacts are investigated in detail with the City/Regional/N.C.C. planners.

Respectfully submitted,

per Heron Park Brookfield Gardens
Community Association

830-2

Submission on

OFFICIAL PLAN REVIEW - REGION OF OTTAWA-CARLETON

from

Highland Park Ratepayers' Association

A. Comments on Regional Development Strategy: File 14.261 dated 26 Jun 84

Recommendation No. — **Comment**

1. If Regional Development Strategy is based on the premise that "Ottawa-Carleton could grow", should it also not be based in part on the possibility that "Ottawa-Carleton may not grow"?

2. There is no reason that a good portion of the projected growth could not be within the Greenbelt if land development is guided by appropriate planning regulations rather than being allowed to run amok in a land-baron fashion.

3. Tend to agree, if this is in accordance with comments on Recommendation 2. There is a caveat based on low, no, or negative population growth: this designation must be in a fashion that does not irretrievably commit regional funds to support the projected high growth figures in case they do not come to pass!

4. This growth centre may or may not ever be needed. If it becomes necessary, the Regional Plan must strongly encourage, even guide employment opportunities to this area so as to minimize road and other infrastructure needs.

5. There is nothing wrong in planning and encouraging greater transit ridership. It would have been helped if the original transit route planning had been optimized to aid this rather than making use of non-optimally located existing rights-of-way.

6. Agree with shifting the emphasis of employment growth away from the Central Area to urban communities outside the Greenbelt, and to selected nodes along the transitway only on condition they do not adversely affect established neighbourhoods.

7. If there is no review on the necessity or timing of individual infrastructure elements, how can any decisions be made on the Regional Development Strategy?

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CLERK'S DEPARTMENT

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Recommendation No.	Comment
8.	See comments on Recommendations 2, 4 and 6.
9.	One wonders about the sincerity of this Recommendation in view of the present Regional embroilment with the Carp Hills and the expressed environmental concerns. Are there, in fact, Regional strategies that are inviolate, transit and roads for example, whilst others such as the environment are conveniently ignored, especially if they run counter to generation of an increased tax base?
10.	Is not the whole Region a Regional concern? Why single out "serviced villages in close proximity to the urban area" for specific mention? As far as subjecting them to the urban policies of the Regional Plan, have they been asked for their views?
11.	This strategy will result in rural areas having less and less percentage of the total Regional population. The rural areas may want this, but steps must be taken to maintain their sufficient representation and influence on Regional Council or all the fine words of Recommendation 9 will not protect these areas.

B. General Comments on Discussion Paper: Regional Development Strategy

1. **Population Growth:** There is no guarantee that the employment base in the area will expand or that diversification of the local economy can be successful. The "hi-tech" business seems to be shaking down to eliminate the short-lived high flyers; operations are becoming leaner and high-tech is not manpower intensive anyway. Government growth is down and all indications are that it will remain so. The lack of decent air service to Ottawa is also working against location of more industries and business services here. In fact, if employment opportunities stagnate, we may get an outflow of population. Although it is prudent to plan for growth, one must guard against being left with unneeded and unused white elephants.

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B. General Comments on Discussion Paper (Continued)

2. Population Density: Increased densities in existing residential areas should not be imposed where they are not wanted. These areas have developed and evolved in accordance with people's desires. One can practice modern urban sardine techniques in new developments (where people can come to live if that is their choice of lifestyle) but these should not be inflicted on people who don't want them, nor should spill-over effects (roads, transit) be allowed to disrupt existing neighbourhoods.

3. Growth as a result of Collective Needs: Some growth is definitely attributable to the expansion of collective needs - expanding employment, housing, shopping, leisure activities - but the economic retrenchments of the last few years are creating an atmosphere where peoples' desires are being curtailed to more reasonable (less greedy?) levels. Don't look to continued expansion of collective needs to be a real factor in growth for the next few years.

4. Growth South of the Greenbelt: To avoid greatly increased services in the form of roads, transitway, etc., to take people to work elsewhere, growth in this region should only be in concert with establishment of industry in that area. The example of Orleans as a bedroom suburb should not be repeated. In fact, east-west traffic could be decreased by concentrating efforts to establish industry and businesses in Orleans and Kanata rather than downtown.

5. Transitway as Development Tool: The premises on which Transitway route selection was made did not take this reasonable idea into account. A new start on transitway routes would be needed to give any chance of accomplishing this worthy aim. However, it is too late now to fill in the John Bonsall Memorial Trench along Scott Street and to correct other routing errors.
A question: If it is recommended that future development be concentrated on activity nodes along transitways, then why is it to be scaled to fit with the existing road capacity?

6. Extension of Transitways to the Urban Communities: If employment cannot be increased in the Urban Communities and businesses opt to locate downtown (and if the Government continues to

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B. General Comments on Discussion Paper (Continued)

transfer offices to Hull), then there is the danger that transit ridership will increase to the point where transit capacity cannot cope. If the solution is thought to be more transitways, there will be further disruption to city residential areas, causing more people to move to the suburbs, thereby generating need for more transit, etc., etc.

7. Community Disruption: The premise that community disruption in existing neighbourhoods is inevitable whatever the growth rate in the region is unacceptable. There is no reason why there should only bo a choice of poisons - more population density or more roads and transit. Surely urban planners can find imaginative solutions. After all, the Region exists for the population; not the population for the Region! Perhaps it is time we told our suburban cousins that the price for less expensive housing in a pleasant green environment is a two-hour journey to work each day; that the road/transit infrastructure will not be improved just to pamper them. Or, how about a re-look at rail transport on existing CN/CP track?
IT SEEMS TO HAVE ESCAPED THE PLANNERS' NOTICE THAT TRANSIT DISRUPTS JUST AS ROADS DO!

C. Specific Comments on Discussion Paper: Regional Development Strategy

1. Appendix 3 - Page 47: It states that the first phase of the transitway "will consist of dedicated transit roadways from Baseline Road ----- along Byron Avenue -----" etc. This would seem to indicate that selection of Byron Avenue as part of the western transitway leg is a 'fait accompli' but Regional Staff has indicated that Byron Avenue is not a designated route. The official statement on the subject selected Scott Street and the Western Parkway as the route.
Highland Park Ratepayers' Association wishes to register its insistence that all reference to Byron Avenue as a transitway route be eliminated from the current Regional Official Plan and from all documents related thereto.

2. Appendix 3 - Page 51: In the table on Low Population Projection for Roads, mention is made of the Scott Street Extension. It is presumed that this is an effort to circumvent what minimal traffic congestion presently takes place at Churchill Avenue and Richmond Road. In effect, even with Richmond Road

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C. Specific Comments on Discussion Paper (Continued)

improvements (pages 50, 51 - existing population), this would simply move any traffic congestion westward to the intersection of Woodroffe Avenue and Richmond Road. Why bother?

3. **Other:** There are many small comments that can be made on specific statements in the paper. Suffice it to say that as a Discussion Paper, it has certainly stimulated adverse discussion!

D. General Comments

1. In order to produce a valid Regional Plan for an area like Ottawa-Carleton, Regional planners and their counterparts at the NCC should be able to work together and generate a mutually agreeable solution to the Region's planning problems. Indications are that this compatibility has not been forthcoming, especially in planning for the use of NCC Parkways as part of the Region's road and transit system. If NCC properties are not an integral part of the Official Plan, then roads and transitways to meet the Region's requirements must, perforce, be placed in other locations, most likely disrupting existing neighbourhoods. It is strongly recommended that Regional Council initiate discussions with the NCC to resolve this dilemma, the time now being propitious in view of the recent change in the Federal Government.

2. This same comment in a more general sense would apply to cooperation between Regional planners and the planners from the constituent communities within the Region. Why cannot they work together to produce a plan, rather than having the situation where the City of Ottawa, for example, is forced to review a plan that is thrust upon it, and is thus cast in an adversary role rather than a cooperative one. Is it that the vested interests of the individual communities (maintenance and increase of the tax base, pride of place, existing institutions and infrastructure etc) militate against this cooperation or is it an attitudinal problem with the Regional staff?

3. A great deal of the discussion on the Regional Plan seems to be given over to roads and transit and, more specifically, to the commuter traffic problem. It should not be forgotten that not all traffic problems are nine-to-five Monday-to-Friday. For example, the Market area has a definite Saturday traffic problem, and so do neighbourhoods in proximity to Shopping Centres.

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D. General Comments (Continued)

4. **Finally, although provision of many social services is a Regional responsibility, the most pressing social concern of the area has been ignored in this Review. This is the production and maintenance of sufficient quantities of low rental or rent-to-income housing throughout the Region to meet the needs of the less affluent members of our community. Any Plan that does not consider this problem is no plan at all!**

Prepared by: P.D.C. Barnhouse
535 Kenwood Avenue
Ottawa, Ontario
K2A 0L7
(Tel: 728-5648)

6 October 84

For Highland Park Ratepayers' Association.

103 Ruskin St.
Ottawa, Ontario
K1Y 4B4

OTTAWA-CARLETON
RECEIVED
OCT 3 1984
17.
PLANNING DEPARTMENT

October 1st, 1984

Regional Municipality
of Ottawa - Carleton
Planning Dept.
222 Queen St.
K1P 5Z3

Dear Sir:

Re: Proposed Widening of Fisher.

As a resident of Ruskin Street between Holland and Parkdale, I am very concerned to learn of the proposed plan to widen Fisher. As Fisher does not stop at Carling but continues on as Holland, I can foresee an increase of traffic on Ruskin. I am currently in the process of trying to get traffic volume on Ruskin reduced as it is already overloaded.

I feel that Civic Hospital Area residents have already made more than enough concessions due to our close proximity to the Civic Hospital. These include restricted parking on our own streets and also the increase of traffic due to visitors and employees and delivery trucks goigto the Hospital.

. . . 2

To facilitate North - South bound traffic, Merivale Road (between Carling and Baseline) should be improved and/or widened. This would distribute traffic more widely and fairly.

The widening of Fisher would also detract from the tranquility of the path along it and the Experimental Farm. The Farm and its trees (along Fisher) should be preserved.

Providing safe turning lanes along Fisher is all that is needed or wanted by the majority of residents in the Civic Hospital and Carlington areas.

Yours truly,

Elfie Holland
J. Holland

HCCA HUNT CLUB COMMUNITY ASSOCIATION

Please address any reply
C/O Marie McAdam.

830-2

September 28, 1984

OTTAWA-CARLETON
RECEIVED
10:00
OCT 10 [illegible]
8
CLERK'S DEPARTMENT

Mr. J. Barry O'Gorman
Secretary, Planning Committee
Regional Municipality of
Ottawa Carleton
222 Queen Street
Ottawa
K1P 5Z3

Dear Mr. O'Gorman:

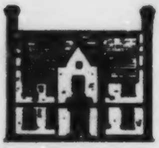
In response to the summary of recommendations resulting from the Public hearing held before the Planning Committee on May 29, 1984, we hereby submit proposals on behalf of the Riverside West Residents Association, the Riverside Park Community Association and the Hunt Club Community Association.

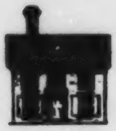
Based upon the proposed strategic plan to develop South of the Greenbelt as indicated by the grey area on the generalized Urban Policy Plan approved to October, 1984, we do not concur that this proposal be continued without further study of costs, commuting implications, and the possible serious disruptions that would effect the quality of living in our respective Wards. We therefore support that proposal #4 in the summary of recommendations be fully implemented for further study.

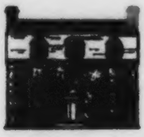
There is no doubt that the future location, configuration, and the timing of the proposed South Urban Community is of the almost major concern to the residents of the Riverside/Hunt Club Wards for the reasons mentioned in the preceeding paragraph.

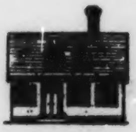
Recommendations

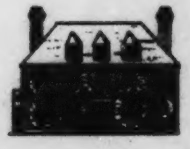
- That recommendation #4 be implemented to examine further studies on other options.
- That the proposed Urban development South of Hunt Club indicated in grey on the attached plan be cancelled to reflect proposed future employment development South of the Conroy Road area. It seems that the existing Highway 17 could accommodate increased commuting without incurring an enormous cost for the development of new roads or further contributing to traffic congestion on existing roads.











106

HUNT CLUB COMMUNITY ASSOCIATION

Please address any reply
C/O

-2-

- Rather than extend development to the South, we believe that public funds could be used more cost effectively by completing the servicing of areas in the East and West such as Orleans and Kanata. Also, we would recommend that Regional and City planners actively investigate the efficient use of existing open spaces within the Greenbelt before embarking on costly development of new areas.

- That a study be undertaken of the light rail transit train system as built by the Ontario Urban Transportation Development Corporation to evaluate its effectiveness compared with the new proposed rapid transit bus routes in our city.

- That the undersigned on behalf of the three Associations in the Hunt Club/Riverside Wards be fully involved in the planning process.

- That Regional Government take into account our concern in participating in this planning process that the information being distributed be at level that is both significant and realistic for volunteer "lay" people to comprehend.

Hunt Club Community Association Mari McAdam, Chairperson-Planning.

Riverside West Residents Association [illegible] M. [illegible], Executive

Riverside Park Community Association Chris Penny, President

cc. J. Durrell

HUNT CLUB COMMUNITY ASSOCIATION

Please address any reply
C/O 3320 Paul Anka Dr.
Ottawa, Ont.
K1V 9S1

October 15, 1984

Mr. B. O'Gorman
Secretary, Planning Committee
Regional Municipality of Ottawa-Carleton
222 Queen Street, Floor 14
Ottawa, Ontario
K1P 5Z3

Dear Mr. O'Gorman:

I am writing to you with regard to the submission prepared by Mr. E. Subissati, entitled "Submission to Regional Council on the Transportation Component of the Regional Development Strategy of the Official Plan Review"

Our association has reviewed this report. While we do not have a conconsus on all elements, we agree with the general proposition stated in the report that there is a need to assess transportation requirements on a city wide basis.

We also urge you, in the decision making process, to take primary account of the following:

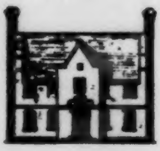
1. quality of life
2. related costs

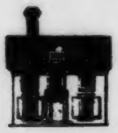
Both factors are noted in this report.

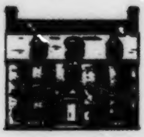
The Hunt Club Community Association looks forward to ongoing participation in future planning.

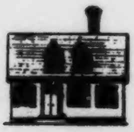
Sincerely,

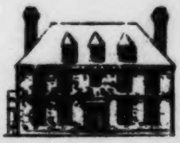
Kathy Ablett
President, Hunt Club
Community Association











800

703 Parkdale Avenue,
Ottawa, Ontario,
K1Y 1J4,
September 25th., 1984.

OTTAWA-CARLETON
RECEIVED
10 00
SEP 26 [illegible]
CLERK'S DEPARTMENT

Mr. Barry O'Gorman,
Secretary, Planning Committee,
Regional Municipality of Ottawa-Carleton,
222 Queen Street,
Ottawa, Ontario,
K1P 5Z3.

Dear Mr. O'Gorman:

With reference to the recent public meeting held September 10th, in the auditorium at the Ottawa Civic Hospital and a subsequent conversation I had with Chris Bradshaw, I wanted to convey some of my thoughts with regard to the future of the outlying areas of Ottawa.

It seems a foregone conclusion that the southern outskirts of Ottawa are to be developed as opposed to increasing the size of Kanata and Orleans beyond the expectation of 100,000 inhabitants. This seems a reasonable approach.

I would prefer to see the increase of habitation in the south spread out over the areas of Barrhaven, Leitrim and Carlsbad Springs as opposed to allowing development in only Barrhaven to rise to 100,000. My reasons for this are that I believe we should maximize the use of roadways which exist or will be in existence in future, i.e. the Alta Vista Parkway and the Cedarview Corridor. Should the population in Barrhaven be allowed to increase to, say, 30,000 with an emphasis on development in a westerly direction, good use could be made of the new Cedarview connection to the Queensway.

If we were to allow Barrhaven to increase its population to 100,000, we would be putting extreme pressure on Fisher Avenue and Merivale Road. This in itself might work but these roads lead to already heavily used residential roads (i.e. Island Park, Holland, Parkdale) never intended for the present high density through traffic.

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I recognize the fact that we all must carry our share of traffic in certain areas. However, the area in which I live shoulders more than its fair burden considering we have the Civic Hospital, Tunney's Pasture, the Parkway and the Queensway. The conjestion on Parkdale even at this moment could be significant in emergency situations for ambulances getting to and from the hospital, not to mention the fire trucks from Number 10 station at Parkdale and Wellington. In this context, The feeder stations for the new rapid transitway also will have to be looked at very carefully in order to avoid increasing the level of traffic on these residential streets yet again.

I understand from the public meeting that the consensus is young people want low density housing outside the city centre. This makes Carlsbad Springs a suitable area for such development whereas I am told the soil conditions are not conducive to high density buildings. Apparently the provincial government is willing to sell the land for this purpose.

In summary, I would like to see roadways, i.e. Alta Vista Parkway and Cedarview Corridor, used which were meant to carry maximum numbers of vehicles to and from the city centre rather than compromise and see residential areas divided and aesthetically changed for purposes they were never intended.

Yours very truly,

Diane Keeling

(Mrs.) Diane Keeling.

Association communautaire de la basse-ville ouest
Lower Town West Community Association

130 King Edward
Ottawa, Ont.
K1N 7Z1

830-2

October 12th, 1984

OTTAWA-CARLETON
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OCT 15 1984
8
CLERK'S DEPARTMENT

To: Planning Committee
Regional Municipality of Ottawa-Carleton
222 Queen Street
OTTAWA, Ontario K1P 5Z3

COMMENTS ON THE REGIONAL DEVELOPMENT STRATEGY PROPOSAL

1. The proposed Regional Development Strategy and the supporting background papers lack sufficient detail to provide an adequate community level perspective. It is therefore the intent to submit:

   a. a general assessment of the strategy based on the opinion of the representatives from the Lowertown West Community Association who attended the summer series of meetings on the subject; and

   b. an assessment of the specific issues relevant to the Lowertown West community.

General

2. For the most part, the Ottawa Communities Common Brief accurately reflects our assessment of the strategy. We have been puzzled by the lack of specific issues for the regional executive committees to deal with; the Regional Planning Committee and the Regional Council do not appear to have any role to play in assessing the priorities for future development. It is our view that the strategy should deal with the specific development priorities, their phasing and the triggering mechanisms. In conjunction with this, we feel that as part of the strategy, there should be a continuing re-assessment of the objectives and their implementation, particularly in view of the additional detailed information that will be produced to facilitate the implementation of the various phases (and which Regional Planners have not yet dealt with).

3. Yet one further concern is that the underlying assumption of the strategy would appear to be that over the next 20 or so years, people will continue to want to maintain much the same life-style, in spite of the fact that there will continue to be dramatic changes in technology. Indeed, the strategy could be faulted for not being more affirmative re: the potentials that will be offered by inevitable technological changes.

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Specific Issues

4. Lowertown West has potential for additional housing redevelopment and infill. The exact amount can not be estimated, given the lack of sufficient detailed information at this time. However, guidelines have been set out in area development plans that sould encourage:

   a. a moderate increase in the majority of the existing low scale (3 storey) residential areas; and

   b. large scale (high-rise) development in an area in the vicinity of the King Edward/Rideau Street junction.

   What has not been addressed is the possibility of redesignating existing commercial zoning to accommodate at least a partial residential component. Given the potential for redevelopment, there is a real concern that a large number of the existing Lowertown residents could be displaced; the relatively low cost housing being replaced by substantially more expensive accommodation.

5. The proposed Development Strategy has given emphasis to transit and to the construction of additional roads to service traffic into the center of Ottawa What has not been adequately addressed is the necessary additional parking requirements that will follow from the ever-increasing employment in this center (additional employment is anticipated in the Ottawa core) It is understood that parking is not the responsibility of the Region, however, parking is an essential element of the transportation component and should be addressed, even if it is only to provide an estimate of the additional spaces required. Costs can then be assessed~~ and development impacts studied.~~ The commercial area in Lowertown West is a good example of lack of forsight in the parking and circulation of traffic and there exists considerable overflow into the residential areas.

6. Considerable emphasis has been given to the road requirements in the existing satellite communities, i.e. Orleans, Kanata and the anticipation of a southern community. With the increase in employment in the Ottawa center and with the large volume of traffic carrying workers across the Ottawa River to/from Hull, it is felt that more emphasis should be placed on examining the road requirements in the central area and specifically in Lowertown West. Already a number of the regional roads are operating at near-capacity and in the case of the St. Patrick/Murray Street one-way couple and York Street to the detriments of the community. Emphasis shoulde be placed on the Vanier Parkway Extension (connecting the Queensway to the MacDonald Cartier Bridge and Hull/Gatineau) in order to alleviate some of this pressure.

.../3

Conclusion

7. Given the lack of detail provided either in the background for the strategy or in the strategy itself, it has been impossible to ascertain the specific impact on our community. The southern community and the linking roadways are mere concepts and we feel that it should be treated as just that.

R. Sincennes
PRESIDENT Lowertown West Community
Association

Jennifer Zelmer
J. Zelmer

L Baxter
L. Baxter

cc: Clerk, Regional Municipality
of Ottawa-Carleton
Clerk, City of Ottawa
Ald. M. Laviolette

32 Corkstown Rd.,
Nepean, K2H 5B4,
October 15th, 1984.

Mr. B. O'Gorman,
The Secretary,
Regional Planning Committee,
222 Queen St.,
Ottawa.

Dear Mr. O'Gorman:

I have had the privilege of reading the brief prepared by Mr. Ezio Subissati and wish to state that I wholeheartedly agree with what Mr. Subissati has said.

Mr. Subissati outlines many of the problems encountered by people who live on bus routes, i.e., vibrations, deterioration of roads, deterioration of quality of life, to name only a few.

I live on Corkstown Road in Nepean where the bus service runs from 4:15 a.m. to 1:00 a.m., which allows for approximately three hours' sleep without vibrations, shaking of doors and rattling of windows. It will be seen from the attached petition that many residents on Corkstown Road are unhappy with the present system of providing transit service. I am attaching several pieces of correspondence which I have exchanged with various officials.

OC transpo does not take people into consideration when laying out routes and its only reason for existence seems to be to push more and more buses through residential areas. There is never any consultation with residents on bus routes and although we have to subsidize OC through our municipal taxes, we have no say in what service we want or do not want. People are intimidated into believing that the thing to do is to leave their cars at home and ride OC transpo. What if I wish to take my car down town? Why is there not more parking available at reasonable rates?

I can speak from personal experience when I say that routes are not planned so that they cause the least annoyance to residents along residential streets. Most of the buses which travel along Corkstown Road serve the industrial areas of Nepean and Kanata (see Mr. Lemaire's letter of July 6, 1984 to Mayor Franklin) yet we must suffer vibrations, lack of sleep, and other annoyances because no consideration is given to using Carling Avenue, which is certainly built to better withstand the weight of heavy vehicles. Mr. ubissati's suggestion that smaller buses be used should be given serious consideration.

Certainly, we require public transit, but must we be inundated with buses--buses which are in response to anyone and everyone who wants to ride a bus? There must be caution in extending and/or expanding transit service so as not to over-bus. It must be remembered that buses are intended to transport people from one point to another and if there is insufficient ridership then some buses should be discontinued. It would be much less expensive to run people back and forth in taxis rather than run buses with hardly anyone using them.

Yours truly,

Victoria Mason.

Victoria Mason.

NEPEAN

CORPORATION OF THE CITY OF NEPEAN, 3825 Richmond Rd., Nepean, Ontario K2H 5C2 829-1510

July 19, 1984

Miss Victoria Mason
32 Corkstown Road
NEPEAN, Ontario
K2H 5B4

Dear Miss Mason:

Further to our telephone call this a.m. with regards to the speed, low ridership and excessive buses per hour on Corkstown Road, Mayor Franklin did correspond with OC Transpo Director of Operational Planning, Mr. Gerry Lemaire, on July 6, 1984 (copy attached).

There appears to be a requirement for buses in the Crystal Beach area, but perhaps there is a possibility that the present routing is not the appropriate one. If the residents of your community, in co-operation with the Community Association, could provide evidence with regards to your above-noted concerns, then I suggest that you summarize the situation and, either address it in writing to Mr. John Bonsall, General Manager of OC Transpo, or take your concerns directly to the Nepean Transit Advisory Committee (Alderman Frank Reid, Chairman).

If I can help further, please call.

Sincerely,

Beryl Gaffney

Beryl Gaffney, Alderman and
Acting Mayor

Attach.

116

OC Transpo

OPERATIONAL PLANNING DEPARTMENT
PLANIFICATION DU TRANSPORT

July 6, 1984

[illegible]
6/19

His Worship Mayor B. Franklin
City of Nepean
3825 Richmond Road
Nepean, Ontario
K2H 5C2

Dear Mayor Franklin

This is in response to your letter of June 5, 1984 concerning transit service on Corkstown Road in the Crystal Beach/ Lakeview area of the City of Nepean.

The following illustrates the evolution of the service in these communities: Each increase in level of service was applied in recognition of the growth in the industrial areas of Nepean and Kanata or to increased ridership on the routes in the area.

1972 - Service established on Corkstown Road. Route 72 operating between K-Mart Bell's Corners and the downtown area provided a peak-period service consisting of one inbound trip in the morning and one outbound trip in the afternoon.

1974 - Route 72 was expanded to a full 30 minute frequency in each peak period and Tele Transpo was introduced into the area. Hourly bus volumes on Corkstown Road were:

	BUSES PER HOUR		
	Peak	Daytime	Evening
Route 72	2	--	--
Tele Transpo	4	4	4

..2

1975 - A second peak only route, No. 49, was established to accommodate passengers travelling to the B.N.R. buildings on Corkstown Road and Moodie Drive, D.R.B. Shirley's Bay and to the Kanata Industrial Area. Hourly bus volumes on Corkstown were:

		BUSES PER HOUR	
	Peak	Daytime off-peak	Evening
Route 49	3	--	--
Route 72	2	--	--
Tele Transpo	4	4	4

1977 - Origin/Destination Survey indicated 2515 passengers using the service in the Crystal Beach area each day.

1978 - Frequency increases on Express Route 72 increased bus volumes in the peak hours to:

		BUSES PER HOUR	
	Peak	Daytime off-peak	Evening
Route 49	3	--	--
Route 72	5	--	--
Tele Transpo	4	4	4

1981 - Route 49 was expanded to provide all day service Hourly volumes were increased to:

		BUSES PER HOUR	
	Peak	Daytime off-peak	Evening
Route 49	6	4	4
Route 72	5	--	--
Tele Transpo	4	4	4

O/D Survey indicated an increase of 11% in passengers which now totaled 2825 daily.

1982 - The Tele Transpo system was replaced with a fixed route No. 156. There was no effect on bus volumes on Corkstown Road.

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1984 - The existing situation is as follows:

		BUSES PER HOUR	
Route	Peak	Daytime off-peak	Evening
163 (Old Rte.49)	6	4	4
66 (Old Rte.72)	5	--	--
156 (Old Tele)	4	4	4

As will have been noted there has been no increase in service on these streets since 1981 and only a marginal increase of 3 buses per hour in the peaks since 1978.

Current plans do include an increase of one trip on Express Route 66 and an increase of 4 trips per hour in the peaks on Route 163. Both of these are in response to increased passenger demand in general and to the increased population of the B.N.R. facilities in Nepean in particular.

I trust that you will find this information to be satisfactory.

Yours truly

G.J. Lemaire
Director
Operational Planning

GJL:snc

32 Corkstown Rd.,
Nepean, K2H 5B4
August 10th, 1984.

Mayor Ben Franklin,
City of Nepean,
3825 Richmond Rd.,
Nepean.

Dear Mr. Franklin:

I have spoken with you on several occasions with regard to the buses on Corkstown Rd. During your absence on vacation, I spoke with Alderman Gaffney and she kindly forwarded me a copy of a letter written to you by Mr. Lemaire of OC Transpo in reply to your letter to him.

Mr. Lemaire gives the history of the buses on Corkstown Rd. He states that each level of service was applied "in recognition of the growth in the industrial areas of Nepean and Kanata". He states that No. 49 "was established to accommodate passengers travelling to the B.N.R. buildings on Corkstown Rd. and Moodie Drive, D.R.B. Shirley's Bay and to the Kanata Industrial area". At the end of his letter, he states that "current plans do include an increase of one trip on Express Route 66 and an increase of 4 trips per hour in the peaks on Route 163. Both of these are in response to . . . and to the increased population of the B.N.R. facilities in Nepean in particular". I might add that the B.H.R. facilities just referred to are located at the corner of Moodie Drive and Carling Avenue. Mr. Lemaire states that there has been an increase in the number of buses in order to service the industrial areas of Nepean and Kanata. The increase in ridership would result from this service.

Corkstown Road, as you are no doubt aware, is not built to withstand the strain of the heavy buses. It is also barely wide enough for vehicles to pass each other and buses do not leave much space between them when they pass each other. Therefore, the buses which service B.N.R., the industrial areas of Kanata, and D.R.B. should travel along Carling Avenue. While the residents of Lakeview may require a bus service (as the old tele transpo provided), I question the need for the number of routes and the number of buses which are using Corkstown Road.

I recently canvassed on Corkstown Road and I can tell you quite frankly that the people I contacted are all quite unhappy with the buses. The complaints are that the buses are speeding, that the fumes are bad, that houses shake when the buses pass by, that many buses are running empty and that there are far too many buses. I, too, have those complaints. I would like to add that the vibrations feel like a minor earthquake is going through each time a bus goes by. I have seen a number of cracks along the foundation of my house and am concerned that the continuing vibrations may cause serious damage to my home. I have grown tired of being shaken awake by buses as they fly down Corkstown Road (especially early in the morning and late at night). It really is quite frustrating and annoying to have windows rattle and my house shake. There is an obvious lack of regard for the residents of Corkstown Road by the bus drivers. I stopped a bus driver on Corkstown Road early one evening and asked him why he didn't slow down as the buses were driving us crazy and his reply was that "there was nothing posted on the bulletin board to tell the drivers to slow down". That certainly spells out the attitude of the bus drivers.

Mr. Franklin, something has to be done about the number of buses on Corkstown Road. You must remember that Lakeview School and the Corkstown pool are both on Corkstown Road. There are many children in the area. While we consider ourselves as living in a subdivision, I believe we are being treated as though we lived on a major highway. I am certain that the residents of Qualicum would not be subjected to this kind of treatment. We have a problem and it must be resolved to our satisfaction.

The only buses which should be using Corkstown Road are the ones which replaced the old tele transpo run and actually serve Lakeview. As I said earlier, the buses servicing the industrial areas should use Carling Avenue.

Your attention to this matter would be appreciated.

Yours very truly,

Victoria Mason.

cc. Mr. John Bonsall, OC Transpo,
Mr. G.J. Lemaire, OC Transpo,
Nepean Aldermen,
Mr. Clark Bellinger.

121

CITY OF NEPEAN
OFFICE OF THE MAYOR
BEN FRANKLIN

August 28, 1984

Ms. Victoria Mason
32 Corkstown Road
Nepean, Ontario
K2H 5B4

Dear ~~Ms. Mason~~ Vicki:

Thank you for your recent letter regarding your concerns about the buses on Corkstown Road.

This matter will be on the agenda for the next Nepean Transit Advisory Committee meeting which is scheduled for September 17th, 7:30 p.m. at Nepean City Hall.

Your continued interest in the community is appreciated.

Kindest regards,

Sincerely,

Ben

Ben Franklin
MAYOR

3825 RICHMOND ROAD, NEPEAN, ONTARIO K2H 5C2 829-1510

CD70(S)2

BY COURIER

September 24, 1984

Mr. Gerry Lemaire
O.C. Transpo
1500 St. Laurant Blvd.
Ottawa, Ontario
KIG 0Z8

Dear Mr. Lemaire:

This letter is further to the Nepean Transit meeting of Monday, September 17th, 1984 and specifically the matter of buses on Corkstown Road.

In this regard I am enclosing a copy of the petition received at that meeting from residents residing along Corkstown Road.

Also, as discussed at the meeting, would you kindly investigate the feasability of having route numbers 156 and 163 use Carling Avenue as an alternative to Corkstown Road. You will recall that there was a great deal of discussion with respect to these two routes and you indicated that the destination of most of the ridership on these buses was Northern Telecom and Bell Northern Research facilitites.

This matter will be rediscussed at the next Nepean Transit meeting which to date is unscheduled. We will however advise you accordingly once a meeting date has been established.

Also, for you information, I am enclosing a copy of a memorandum received from Alderman Reid regarding some recent developments on the early bird route #160 bus on Corkstown Road. Miss Mason and area residents are slated as a delegation at the General Policy & Administration Committee (composed of all Members of Council) to speak to this matter.

The meeting will take place at City Hall on Thursday, September 27th, 1984 at approximately 5:30 p.m.

Could I please have your comments with respect to this matter.

Yours truly,

INFORMATION COPY
Original Signed By
John LeMaistre

John LeMaistre,
Deputy City Clerk.

JL/kjr

cc: Mayor and Members of Council
E. Cooper, Secretary, Transit Committee
[redacted]

NEPEAN

CORPORATION OF THE CITY OF NEPEAN, 3825 Richmond Rd., Nepean, Ontario K2H 5C2 829-1510

MEMORANDUM

Date September 21, 1984

To Eric Cooper, Secretary
Nepean Transit Advisory Committee

From Alderman Frank Reid

Subject V. MASON/EARLY BIRD BUS

I received a follow-up call from Victoria Mason concerning an early bird bus #160 that uses Corkstown Road at 4.30 in the morning to serivce the industrial areas. Would you please make Mr. Lemoire and his staff aware of this particular service as it relates to the overall request of residents of Corkstown Road to use Carling Avenue instead of Corkstown for bus traffic.

Frank Reid per v.w.
Frank Reid, Alderman

WE, THE UNDERSIGNED, STRONGLY OBJECT TO THE EXCESSIVE NUMBER OF BUSES TRAVELLING ON CORKSTOWN ROAD THROUGH LAKEVIEW SUBDIVISION. CORKSTOWN ROAD IS NOT BUILT TO WITHSTAND THE STRAIN OF HEAVY VEHICLES AND AS A RESULT THERE IS SEVERE VIBRATION TO THE RESIDENCES, WHICH WE FEAR MAY EVENTUALLY CAUSE STRUCTURAL DAMAGE. THE BUSES ALSO CAUSE A LOT OF NOISE. MANY OF THE BUSES ARE RUNNING EMPTY AND 99% OF THE TIME ARE SPEEDING. MOST OF THE BUSES SERVICE THE INDUSTRIAL AREAS OF NEPEAN (BELL NORTHERN RESEARCH) AND KANATA, AS WELL AS THE DEFENCE RESEARCH BOARD ON CARLING AVENUE (SHIRLEY'S BAY). WE BELIEVE THAT THESE LATTER BUSES SHOULD TRAVEL ALONG CARLING AVENUE:

NAME	ADDRESS
Grace Bragger	24 Corkstown Rd.
W. Bragger	" " "
M. Latrulle	2 Westdale
[illegible] Latrulle	2 Westdale
Victoria Wilson	32 Corkstown Rd
Anne McKinnon	40 Corkstown Rd.
[illegible] McKinnon	40 Corkstown RD.
Sally MacKenzie	42 Corkstown Rd.
John MacKenzie	42 CORKSTOWN Rd.
[illegible] MacKenzie Jr	42 Corkstown Rd.
[illegible]	46 CORKSTOWN ROAD
[illegible] Ewing	66 Corkstown Rd. Nepean
M. Buckley (Support the speeding portion of this petition only)	64 Corkstown Rd. Nepean
A. Isherwood	62. Corkstown Rd.
P. J[illegible]	51 Corkstown Rd.
Wife	57 CORKSTOWN RD.
Joseph P. Ellul & Wife	27 Burnbrook Crescent
Linda Brinker	44 Corstown Rd.
Catherine Frey	38 Corkstown Rd.
Mary Moyes-Arif	36 Corkstown Road
Ajat B. Arif	" " "
Gerard Frey	38 Corkstown Road.
W. Brinker	44 Corkstown Rd.
Susanne Ahlers	60 Corkstown Rd.

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Fred Sawkaly	22 Corkstown Rd
Susan Sawkaly	22 Corkstown Rd
Kay Sawkaly	22 Corkstown Rd
Vicky Sawkaly	22 Corkstown Rd

26th July, 1984

Mayor Ben Franklin,
Nepean City Hall,
3825 Richmond Rd.,
Nepean, Ont.
K2H 5[illegible]

Dear Sir,

Re: OC Transpo Buses
on Corkstown Rd.

As a Taxpayer and Home Owner living on Corkstown Road, I wish to voice my concern regarding the volume of buses now using Corkstown Road. You are aware that this stretch of road is not constructed to carry such a heavy load and I understand that there are plans to increase the number of buses and this concerns me, my family and other residents greatly.

It is very disturbing to be awakened at 12:00 midnight and/or at 5:30 a.m. by speeding empty buses. During the day I am hearing the rattling of dishes and windows, straightening pictures on the wall and wondering what all this vibration must be doing to the structure of my home.

Surely there is an alternative to this situation and I respectfully request that you and your Council give this matter very serious attention.

Yours truly,
G. Bragger
Grace & Bill Bragger

CC:
Alderman, Frank Reid
" Margaret Rywak
" Beryl Gaffney
OC Trans. J. Bonsall
OC Trans. G. J. Lemaire

24 Corkstown Rd.,
Nepean, Ont.
K2H 5B2

829-9068

Re - Woodroffe Project October 15, 1984

When Mr. Haydon was elected Reeve of Nepean, his No. 1 priority was to develop the Woodroffe Project referred to in the Citizen of January 7, 1972, as "Missionary Haydon's $100 million land dream". Mr. Haydon is a very strong, determined aggressive and high profile politician. If he wanted to pursue his dream, he could achieve anything, for example, when the South Urban Community became his priority, he began to create all sorts of delaying tactics to ~~stop~~ sabotage the Woodrooffe project. Mr. Haydon was well aware that if the Woodroffe project went ahead it would have been instrumental in defeating the SUC. which was slated to start in 1980. A conceptual development of the Woodroffe Project to accommodate 9,550 people was completed and unveiled on January 7, 1972, yet Mr. Leatham, in his presentation to the Region on May 29, 1984, said that the Woodroffe Project is now projected to house only 10,000 people, as opposed to 15,000 people projected in 1972.

I believe the following may be the real reasons why the Woodroffe project never got started:

A. Citizen, Oct. 1, 1977 - "Haydon fears school system may bear strain of project". The citizen states that "the Woodroffe Project may seriously strain an already over-burdened school system". A lack of school facilities did not prevent the development of the Barrhaven area. Why should schools be used as excuses the culprits to stop development?

B. Ottawa Citizen, March 22, 1978 - quoting then Councillor Franklin "We're prepared to block, and indeed, revoke, any agreements, if it appears they're not going to provide a better commercial base". Nepean desperately needed commercial assessment yet they are threatening to halt the Woodroffe Project.

C. Citizen - March 22, 1978 -"Region backs Nepean demands". Quoting Mr. Franklin again "Residential development is very expensive for any municipality . . . There has to be some corresponding commercial development". Without business assessment revenue is down and as a result home taxation is up.

CMHC was willing to go along with most of the 54 absoluteguarantees. Nepean now asked that CMHC pick up the tab for reconstruction of the Woodroffe Ave-Baseline Road intersection.

D. March 1984 - Region supports Nepean - quote "Zoning war may delay Woodroffe Project. Mr. Leatham the Nepean Commissioner of Planning said that the federal housing agency wants room for 10,000 employees in commercial site. But the Nepean municipal by-law passed Thursday will allow for only 2,600 employees. Said Mr. Leatham, "our concern is traffic congestion". Judge for yourselves, six years previous, Nepean desperetely needs commercial base. Six years later, Nepean passes a by-law to reduce the commercial base.

An undated article quotes The Honourable Mr. Laing, a minister of public works, as saying "The governmnt realizes that the dispersal of its buildings throughout the area helps to relieve congestion in the core of Ottawa".

If Mr. Haydon had pursued his dream to promote the Woodroffe Project, Nepean today could have had its share of government offices from downtown. The area is and was fully serviced. It would not have cost the Nepean taxpayers anything. Instead, Nepean created a brand new Merivale Industrial park with no services. Nepean spent millions to service the area with roads, sewers, main and storm sewers to prevent polluting the Rideau River.
As of January 1984, there remain 29,934 acres of vacant land not yet developed, There are still 16.292 acres not sold.

E. In March 1978, Alderman Hasenack blasted Nepean Reeve and CMHC for delaying development. He said that the delays were costing taxpayers money. Alderman Hasenack asked that talks re-open on the Woodroffe Project.

In my opinion, Nepean helped to delay and possibly kill the Woodroffe Project to strengthen the case for a South Urban [illegible] unity

Victoria Mason.

'Missionary' Haydon's $100 million land dream

Nepean Reeve Andrew

By Bill Fox
Citizen staff writer

Nepean Reeve Andrew Haydon will don a missionary's mantle next week as he sets out to convert the federal government to a development plan for a 400-acre tract of its land—a plan which could carry a price tag of more than $100 million.

The land, across Woodroffe Avenue from Shopper's City and Algonquin College, is owned by the department of public works and administered by the National Capital Commission.

It is now under lease to farming interests.

Several potential uses for the land have been suggested by various government departments over the years.

But over the summer, Reeve Haydon decided it was time to take the bull by the horns and asked Nepean's planning department to draw up a conceptual development.

The result, completed in October, was unveiled today.

The north-east sector of the land, the area adjacent to the intersection of Baseline Road and Woodroffe Avenue, has been set aside for commercial office towers, suitable for federal government buildings.

A major shopping mall and institutional development would provide a buffer zone between the office towers and the residential area.

Apartment blocks and row houses would ring the commercial-institutional area. Doubles and single family dwellings would be located furthest from the commercial area.

Ample park lands are planned.

The plan calls for two public schools, one high school, and potentially, a regional technical high school across the road from Algonquin College.

This location would facilitate exchange between the two technical institutions.

The plan forecasts a population of 10,000 people, housed in 1,500 apartment units, 540 row and multiple units, 210 doubles, and 660 single family units.

At 1971 prices, the cost of developing the residential sectors alone would exceed $50 million.

PROPE

The lack of a public plan for developing the area was the prime purpose behind Nepean's move.

"We've heard lots of rumors of what was going in there but anytime you tried to get a definite scheme, no one seemed to have any answers," Reeve Haydon said. "So we decided to try and develop a plan."

The 400-acre site is the last major tract of land in Nepean that isn't either developed, or under a development proposal.

Reeve Haydon said the site would be ideal for government office development.

The federal government is committed to a policy of dispersing office buildings through the area, and office buildings on the Woodroffe site would not face the same problems as at Confederation Heights, which was developed in isolation.

Reeve Haydon said the plan is strictly a long-range development plan and not one which is going to be built tomorrow.

"But some one had to take the first step."

Next step toughest

The next step will be much more difficult for the reeve however. He must convice the federal government the plan is valid.

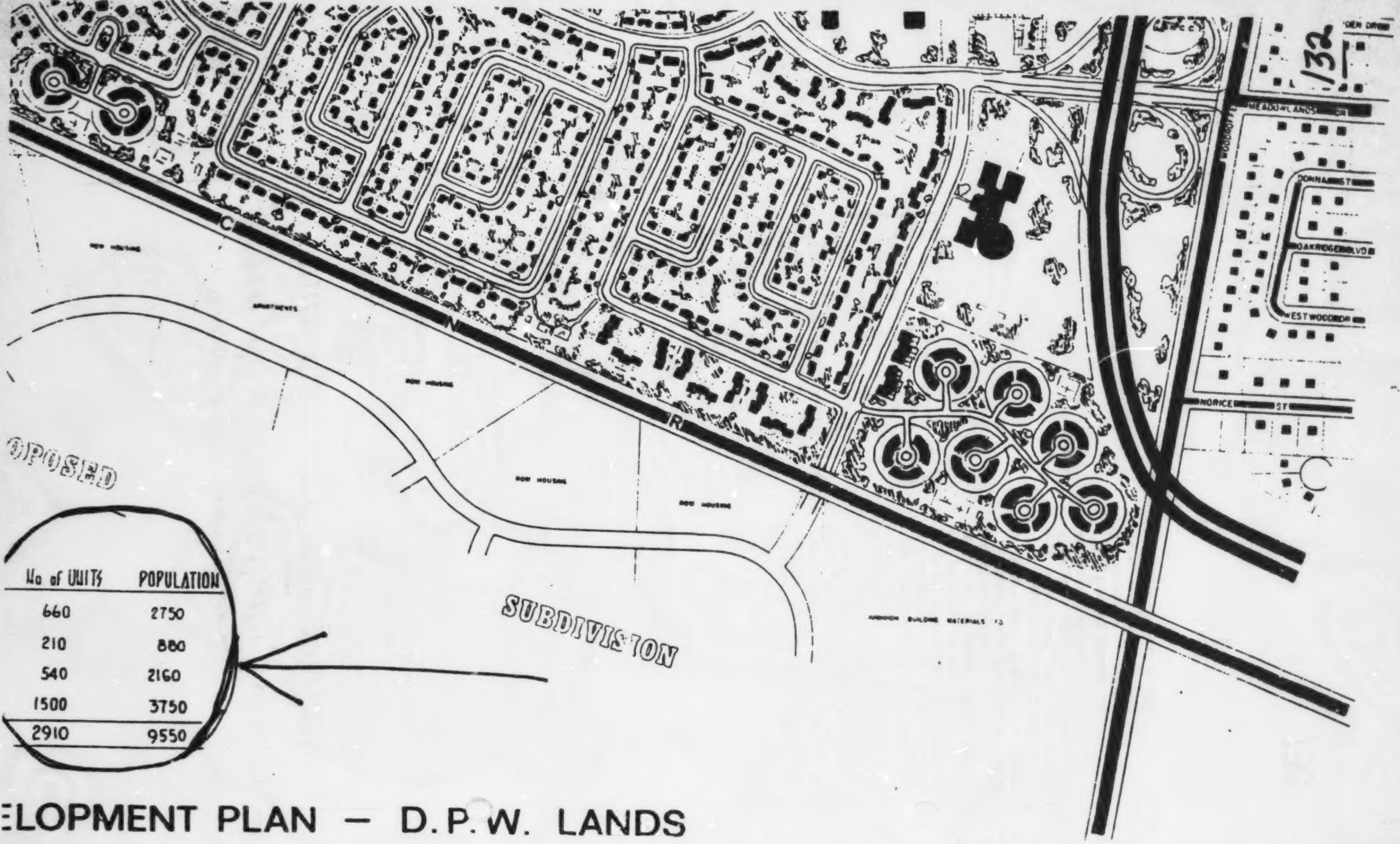
He will meet with NCC Chairman Douglas Fullerton next week and hopes to meet with the minister of public works, Otto Lang, in the near future.

One of the first questions to be answered is the method of development.

Sectors of the tract will probably be turned over to private industry for development, but the mechanics of how this should be done must be worked out.

Ex. 4

Jan 7 - 72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OPOSED
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BUILDING MATERIALS
WOODROFFE
MEADOWLANDS DR
DONNA ST
OAKRIDGE BLVD
WEST WOOD DR
NORICE ST

No of UNITS	POPULATION
660	2750
210	880
540	2160
1500	3750
2910	9550

ELOPMENT PLAN — D.P.W. LANDS

THE CITIZEN

Oct. 7, 1977

New Woodroffe-Baseline community

Haydon fears school system may bear strain of project

By Rick Laiken
Citizen staff writer

The Woodroffe Demonstration Project may seriously strain an already overburdened school system, but the township can do nothing about it, Nepean officials said Thursday.

The six schools proposed in plans for the CMHC development at Woodroffe Avenue and Baseline Road won't be constructed before the expected 14,000 residents move in, township councillor Al Loney told a public forum.

In fact, they may never be built.

"The Carleton Board of Education can't get provincial approval for even one school right now," said Loney. "But we cannot do anything through the planning process to hold up the project before the schools are actually there."

Loney said the education ministry is refusing to fund any school construction in the region until the jurisdiction problems between the CBE and the Ottawa Board of Education are solved.

Secondary plans for the 425-acre showcase community calls for six elementary, middle and high schools and one vocational school.

Only the vocational school is slated for construction according to CMHC project chief Gary Hack.

"How can you expect the province to build schools in Nepean when there's empty classrooms in Ottawa," Loney said later.

Reeve Andy Haydon agreed: "You just can't expect schools in advance of need in this economic climate," he told the 70 audience members.

- The plans call for existing trees and hedge-rows to be retained and to form the natural divisions of "precincts" or groupings of multiple family units.
- Despite densities of up to 30 units per acre, only 15 per cent of the residential part of the development is made up of apartments, and no buildings are taller than six storeys.
- The central core of the community mixes residential, commmerical and office uses. Pyramids of terraced apartments top stores.
- A district heating plant will provide all the energy needs for the whole development.

The meeting Thursday was the last of two mandatory public hearings before the secondary plans for the project are approved by Nepean planning board.

The only major objections to the development have come from the neighboring Briargreen community.

who were concerned about added traffic problems the new development might cause in the area.

Haydon said a rapid transit bus route serving the area along the National Capital Commission right-of-way adjacent to Woodroffe Avenue would be have to be completed before the first phase of the housing project.

The intersection of Woodroffe and Baseline — "the most deficient in the region" — will also be realigned, Haydon promised.

As well as the opportunity to question Nepean politicians and planners, the public got its first detailed explanation of the unique middle-income condominium project, courtesy of its creator CMHC architect Norbert Schoenaeur.

Schoenaeur, also the dean of McGill University's school of architecture, identif-

"It means you'll have to put up with high student-teacher ratios and portables. These are tough times — you're going to have to live with them."

The township officials had
for community association r

Had [illegible]
[illegible]

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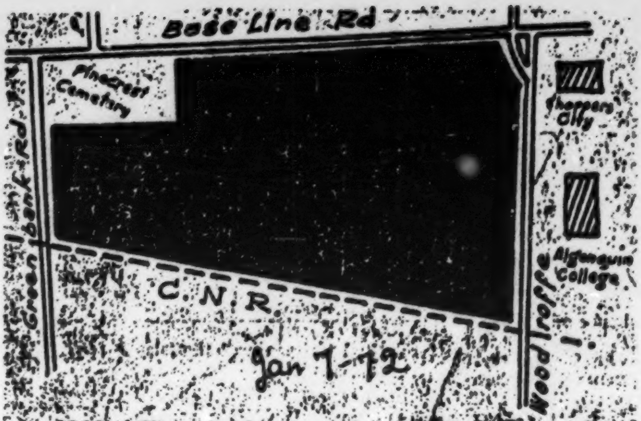

Jan 7-72

$100 million development plan for 400-acre plot

As one of his last acts before turning the public works job over to Jean-Eudes Dube this week, Mr. Laing met with Reeve Haydon to discuss the latter's $100 million development plan.

Mr. Laing noted in an interview that Reeve Haydon's ambitious scheme envisages the relocation of some uptown federal offices on the vacant land.

"The government realizes that the dispersal of its buildings throughout the area helps to relieve congestion in the core of Ottawa," he said.

Mr. Laing has given his successor in the public works portfolio a full briefing on the Nepean land issue.

Mr. Laing said that he had promised Reeve Haydon that public works personnel, in conjunction with township planners, would make a thorough survey of potential uses of "this valuable property."

"This land cannot be allowed to lay fallow," he added. "It is a question of putting it to the best possible use."

John A. MacDonald, public works deputy minister, said that it may be necessary to engage outside consultants in order to cover all aspects of the study in a reasonable amount of time.

Consultations will also be held with the Central Mortgage and Housing Corporation to determine the "availability and suitability" of housing in that area.

Woodroffe-Baseline project

Region backs Nepean demands

By Gord Lovelace
Journal Reporter

Regional politicians have lined up solidly behind Nepean township over the massive Woodroofe Development Project and the ball is now back in the federal government's court.

The region's planning committee supported Tuesday a long list of conditions laid down by Nepean before it will allow Central Mortgage and Housing Corporation to begin the $250 million complex.

The township is standing firm on its contention that CMHC must guarantee that a large commercial development will accompany the 5,000 new homes of the Woodroffe-Baseline project.

"The ball is back in CMHC's court," Nepean councillor Ben Franklin said after the meeting.

"We're prepared to block, and indeed revoke, any agreement if it appears they're not going to provide a better commercial tax base."

Franklin said Nepean had been burned in the past by developers who have reneged on promises to bring in industry to ease the residential tax burden.

"We have no intention of letting it happen again in this case," the councillor said.

Franklin said the Woodroffe project would add to Nepean's already topheavy residential character increasing by 12,000 the present population of about 80,000.

"Residential development is very expensive for any municipality because of the services we have to provide," Franklin said. "There has to be some corresponding commercial development."

The councillor said a final agreement with CMHC should be forth-

Turn to Page 2 — CMHC

CMHC 'willing'

Continued from Page One

coming. "They're very anxious to get this thing off the ground," he said.

CMHC officials have indicated they're willing to go along with most of the 54 "absolute guarantees" demanded by the township, but have balked at about half a dozen others.

One particularly contentious issue is the demand that the federal agency pick up part of the tab for the reconstruction of the Woodroofe Avenue-Baseline Road intersection.

OTTAWA JOURNAL
Mar. 22, 1978

Woodroffe-Baseline project

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OTTAWA JOURNAL
Mar. 22, 1978

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1st it was schools.
now Roads will be conjested
since when schools & Road were culputs to slop
Development

Pages 35-56
- Neighborhoods
- Action Line
- Comics
- Classified

3

Zoning war may delay 3,000 units

By Dave Mullington
and Mark Kennedy
Citizen staff writers

Canada Mortgage and Housing Corp. has threatened to delay a huge housing project planned at Woodroffe Avenue and Baseline Road in a zoning fight with Nepean Council.

The CMHC wants 30 acres of property it owns in the 400-acre site, formerly known as the Woodroffe Demonstration Project, rezoned for larger commercial buildings than now allowed.

Council passed a zoning bylaw that restricts commercial building floor space on the site.

Robert Nelson, a lawyer acting for the Crown corporation, told councillors the federal agency will an objection to the Ontario Municipal Board.

Bill Leathem, Nepean commissioner of planning, said a 98-acre housing project planned by Minto Constrution Ltd. could be delayed because it also falls under the zoning bylaw.

The residential development of more than 3,000 units is scheduled to start this spring.

"This could hold up the whole damned thing," said Leathem "It could take as long as eight months to get an OMB hearing."

Nelson said CMHC wants to see the housing project go through, but it also wants a better deal for its commercial property.

Leathem said the federal housing agency wants room for 10,000 employees in commercial buildings proposed for its 30-acre site. But the municipal bylaw passed Thursday will allow for only 2,500.

"Our big concern is traffic," said Leathem. "At 5 p.m. every day it would be like Lansdowne Park after a football game."

Most of the 400-acre site is still owned by the federal government and administered by the CMHC. The federal housing agency has been planning since 1971 to develop the land itself but there's been little progress in the project, said Leathem.

Frustrated by the delay, Nepean recently shouldered the responsibility for developing a plan.

In 1980, a 98-acre parcel was sold to Minto and another 18 acres was sold to Arnon Developments, which plans to build a commercial complex at Woodroofe and Baseline.

Lorne Findley, director of project implementation at CMHC, said today the federal housing agency is "considering its options" and might go ahead with the OMB objection.

"We're hoping that this will be resolved," he said. "In all likelihood, there will be studies conducted to predict automobile traffic."

BRIEF IN SUPPORT OF
REGIONAL DEVELOPMENT STRATEGY
STAFF RESPONSE TO BRIEFS

CITY OF NEPEAN
PLANNING DEPARTMENT
OCTOBER 16, 1984

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REGIONAL PLANNING COMMITTEE - OCTOBER 16, 1984

REGIONAL DEVELOPMENT STRATEGY
STAFF RESPONSE TO BRIEFS

The City of Nepean presented a brief in support of the Regional Development Strategy in May of 1984. Nepean's brief emphasized the growth and development patterns experienced in the City and the Region with the resulting need to begin planning for the South Urban Community.

Further to those comments and in relation to the briefs and the Regional staff response, we would like to comment on the following:

Development Inside Greenbelt

The brief prepared by the City of Ottawa argues that more population will be accommodated inside the Greenbelt than forecast by the Region. However, the experience within the City of Nepean does not support this. Densities of communities such as Woodroffe and Borden Farm have decreased from original projections by up to one third based on market demands. Little land is available for infill or redevelopment due to the recent planned nature of the community. In addition, existing communities are increasingly resistent to the imposition of high density development. There is little doubt that the major need for new family housing will be of the ground oriented nature and this need can only be met in the new urban communities.

"Critical Mass"

Briefs from both the Township of Cumberland and the City of Kanata commented on their ability to achieve a minimum threshold of population or "Critical Mass" if development of the South Urban Community should begin. Like the other urban communities, Barrhaven also has a need to achieve a population threshold necessary to support facilities already in place. We agree that the south is not required immediately, however planning must start now so that it is ready to begin when advantageous. Even now both communities meet or exceed expected levels of employment growth.

Regional staff have noted that although the idea of developing guidelines to "trigger" development of the south may have merit, the need to bring on the south would occur earlier than the theoretical 75,000 population level, due to the need for additional low density land

On balance we do not feel that a south urban community will delay or hinder growth in the east and west urban community. On the contrary, as growth continues to shift from inside the Greenbelt due to lack of vacant land, the urban communities will experience increasing development pressures. The City of Nepean fully supports the growth of residential and employment opportunities in the new urban communities including needed infrastructure.

East & West versus South

The critical mass argument is also related to this discussion.

The advantages of development of a South Urban Community are being interpreted to mean at the expense of the east and west. This is not the case - with the South Urban Community on stream, there will be increased interaction between the communities rather than solely on the east/west axis. This will help delay some of the problems associated with development solely in the east & west and provide time to relieve transportation problems in the east and west.

The following points should also be considered:

- A South Urban Community will provide the needed impetus to a second east west road such as the Inner Ring Road
- Development up to a point is relatively cheap since the existing road network & Highway #416 can meet travel needs.
- Southern growth has the least impact on the Queensway Corridor.
- The South is needed for additional ground oriented development in the early 1990's and will balance traffic generation around the periphery of the Greenbelt

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- The South will provide a choice of location, avoid a monopolistic land situation, thereby avoiding an escalation of land values due to a "tight" land supply

- Growth in the South Urban Community can take advantage of existing infrastructure already in place including police, fire, recreation and other municipal services.

  - Sanitary sewers installed under the O.H.A.P. Program and Storm water facilities which were a pilot project are also available.

  - Commercial facilities are oversized.

  - Major land acquisitions along the Jock and Rideau River shorelines have already been undertaken by the City.

The City of Nepean is running out of land. In 1982 a report indicated a potential supply of 6,300 units exclusive of Woodroffe. Almost half of this has been built within last two years. Nepean needs new housing locations to satisfy existing commitments to industrial and commercial employment, as well as to provide housing for future generations.

Conclusion

This summary of Regional and local analysis demonstrates the advantage and need to begin planning of the South Urban Community.

Construction does not need to begin now, but the planning and approvals process must begin to ensure orderly regional development and avoidance of critical shortages caused by delays in the approval process.

Presented by:

S.A. Cunliffe
Senior Planner
City of Nepean
Planning Department
October 16, 1984

SUBMISSION OF
NEW EDINBURGH COMMUNITY ASSOCIATION

To The Official Plan Review

PART III

October 1984

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Structure of New Edinburgh's Submission
Part III to the Official Plan Review Process

FOREWARD

INTRODUCTION: VANIER PARKWAY EXTENSION NOT NEEDED

PART A: PLANNERS' REASONS TO KEEP VANIER PARKWAY EXTENSION IN OFFICIAL PLAN

PART B: GENERAL DISCUSSION RELATING TO EXPANSION OF ROAD SYSTEMS

PART C: THE IMPACT OF THE PROPOSED VANIER PARKWAY EXTENSION ON THE QUALITY OF LIFE IN NEW EDINBURGH

PART D: A BIT OF HISTORY

PART E: CONCLUSION: REASONS FOR DELETING THE VANIER PARKWAY EXTENSION FROM THE OFFICIAL PLAN

APPENDIX: MAP

FOREWARD

New Edinburgh contributed a written submission to the Official Plan Review process in May 1984. Because the Transportation Component of the Official Plan Review was not available until May 29, 1984, a further Part II to the written submission which responds to the Transportation Component discussion paper was submitted in June, 1984.

In June, 1984, the Regional Development Strategy: Official Plan Review discussion paper: Public Consultation Report: Staff Response to Briefs Received at 29 May 84 Public Hearing was published. Below is Part III of New Edinburgh's Submission to the Official Plan Review which is a response to the June Staff Response.

INTRODUCTION: VANIER PARKWAY EXTENSION NOT NEEDED

During the summer, a series of meetings of community representatives and other interested parties, as described in the 'joint brief' written and submitted in October 1984, was held with Regional planners. During the course of these meetings and in telephone conversations with the author, planners from both the Planning and Transportation Departments at the RMO-C have agreed with the conclusion reached in New Edinburgh's Submission Parts I and II. The conclusion, based on data provided in the Regional Development Strategy discussion paper and in the Transportation Component discussion paper, is that the Vanier Parkway extension is not needed to provide additional road capacity within the planning horizon discussed, to the year 2001.

In light of this conclusion, one would have thought that the Regional planners would support New Edinburgh's recommendation that the Vanier Parkway extension be deleted from the Official Plan so that its proposed route could be developed as parkland. However, the planners still advocate leaving the Vanier Parkway extension in the Official Plan.

In spite of their agreement that the Vanier Parkway extension is not needed until at least the year 2001, the planners give three reasons why it should not be deleted from the Official Plan. These three reasons are discussed under Part A below.

PART A: PLANNERS' REASONS TO KEEP VANIER PARKWAY EXTENSION IN OFFICIAL PLAN

1. Vanier Parkway extension: part of a road system

The argument of the planners goes beyond the obvious comment that any road, when built, is part of a system, in that it connects from another road or roads and leads to another road or roads. To talk in terms of systems has been fashionable for some time now. Here, the system which the planners are developing and to which they see the Vanier Parkway extension as being so important is "a continuous four-lane road extending from the Hunt Club Bridge in the south to the MacDonald-Cartier Bridge in the north."[1]

From the north end of the Vanier Parkway, traffic now turns left onto St. Patrick (where Beechwood becomes St. Patrick), goes west and curves right onto King Edward, three north lanes of which become the MacDonald-Cartier Bridge north to Quebec.

Since this route presently provides four lanes at minimum, it is necessary to question, philosophically, why planners insist on viewing the Vanier Parkway extension as a last link in a new road system. A general discussion relating to road building is under Part B below. In any event, since traffic now follows a four to six lane route onto and off of the MacDonald-Cartier bridge, there is an adequate road system in place. The idea of building a new link complete with a new bridge over the Rideau River should not be a justification for keeping the Vanier Parkway extension in the Official Plan.

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[1] Regional Development Strategy: Official Plan Review discussion paper: Public Consultation Report: Staff Response to Briefs Received at 29 May 84 Public Hearing, June 1984, page 4-26.

2. Vanier Parkway extension: right-of-way

The second reason given by the planners why the Vanier Parkway extension should not be deleted from the Official Plan is that it would follow an abandoned rail right-of-way which must be protected and maintained in the Official Plan.

In terms of the original right-of-way from Beechwood, the rail line carried very few trains a day and those trains that did use it would have directly serviced the mills and factories where New Edinburgh's inhabitants worked. It is a quantum jump from a right-of-way for a single rail line on which a train travelled perhaps once or twice a day to that same right-of-way being used for a four-lane highway. It does not seem equitable that this quantum jump should be imposed on the neighbourhood especially when, in contrast to the original intention of the right-of-way, to benefit New Edinburgh, the Vanier Parkway extension would not provide any transportation benefits to New Edinburgh residents at all.

In any event the right-of-way is a legal right-of-way and remains documented in the Registry Office. Maintaining it should not be a reason to keep the Vanier Parkway extension in the Official Plan.

3. Vanier Parkway extension: extra capacity to MacDonald-Cartier Bridge

The planners point out that the MacDonald-Cartier could carry more traffic and that the Vanier Parkway extension would facilitate traffic's entry onto and exit off of the bridge on this side of the Ottawa River.

When the MacDonald-Cartier Bridge was built, the intention was to facilitate access to and from the bridge by developing King Edward and connecting it directly to the Queensway. At one time, it was even intended that King Edward would become a sunken expressway, something like Decarie in Montreal.

The development of King Edward to provide access onto and off of the MacDonald-Cartier was strongly opposed by Sandy Hill and Lowertown. New Edinburgh is delighted that the length of King Edward has not been developed as a major arterial with a direct connection to the Queensway.

Neither does New Edinburgh think that its quality of life should be spoiled by building the Vanier Parkway extension through this neighbourhood in order to provide capacity on the MacDonald-Cartier bridge. A discussion of the extension's effects on New Edinburgh's quality of life, including the effects if the Vanier Parkway and the proposed extension become a truck route, is in Part C below.

No neighbourhood wants to have its quality of life spoiled by a four-lane inter-provincial highway running through it. The Kettle Island bridge route would not run through an existing community. It would connect via the existing Eastern Parkway to highway 417. To do so, the route would run through the present Canadian Forces Base which is being phased out over the next five to ten years.

According to Reg McLemore, Director of Policy and Research at the National Capital Commission, the general feeling at the N.C.C. is that the building of the Kettle Island bridge is about ten years away. The N.C.C. intends to do major studies next year to establish its cost and the technical problems involved in building it.

Because of the cost sharing arrangements in building the Kettle Island bridge, it would likely not cost the Region any more than the estimated $12.6 million to build the Vanier Parkway extension. The money should be used to build the Kettle Island bridge rather than the Vanier Parkway extension. Because of cost sharing, the cost to Ottawa-Carleton and to Ontario taxpayers might very well be less than to build the Vanier Parkway extension.

The problem in providing easier entry to and exit from the MacDonald-Cartier bridge is that to do so involves running a four-lane inter-provincial road through an existing neighbourhood, the neighbourhood now chosen being New Edinburgh. In fact, however, St. Patrick and a short stretch of King Edward north now provide four to six lanes allowing traffic entry and exit from the MacDonald-Cartier bridge. Moreover, the Kettle Island bridge route would provide an inter-provincial highway route via number 417 and the Eastern Parkway which would not affect any existing communities.

For these reasons, there is no justification to build the Vanier Parkway extension in order to provide additional capacity on the MacDonald-Cartier bridge and there is no need to keep the extension in the Official Plan.

PART B: GENERAL DISCUSSION RELATING TO EXPANSION OF ROAD SYSTEMS

Why is it that the building of new and expanded roads designed to carry private vehicles in optimal time during peak hours is a higher planning priority than the preservation of the quality of life in existing communities, than the preservation or creation of scarce urban parkland, than the preservation of urban air against pollution and noise made by the automobile? It was admitted during discussions with planning staff that in the crunch, in the competition between these values, the road building would win.

1) The Common Good

The conventional wisdom of the planners is that new roads, even though they disrupt the quality of life in existing communities, are for the common good. Always implied and sometimes stated is the notion that your neighbourhood is selfish to oppose undesirable change in the form of new road capacity because by so doing, the traffic problem is being foisted off onto the adjacent neighbourhood. No neighbourhood wants the traffic; who wants the roads?

For whose common good are road systems expanded?

When the topic is new and expanded roads through existing neighbourhoods, the common good, implicit in Regional policies, is seen to be that of the commuter who, for whatever reason, does not use transit and who must be accommodated, as the Region grows, by an ever-expanding road system. This system must not only pass in front of his house, a proposition which is unarguable, but it must enable him to reach and pass through the Greater Central Area with measurable ease during the peak traffic hours. As the Region grows, there are more of these commuters and the road systems must be increased to serve the common good of allowing them to drive to work in optimal time. Existing inner city communities must then suffer increased road capacity to be built through their neighbourhoods in the name of this common good.

This view of the common good has evolved in a relatively short time in the history of Canada. It is not irrelevant, surely, to point out that it is only in the last thirty-five years that the use of the car has become widespread in society. Think of how small Ottawa, or Toronto, for example, was in 1950 or even in 1960 and of the numbers of sub-divisions that have been built since then, all designed with the automobile in mind. It is no wonder that in a society which grew up thinking of the automobile as both a status symbol and an absolute necessity, to be housed in almost as much comfort as the human family, it is difficult to change the attitude that a man's car is, along with his home, his castle, in which he has a right to move along the roadways.

a) A Change in Conventional Wisdom

Nevertheless, just as the ideal of suburbia, of each single-family home on its own patch of land has changed so that whereas in 1961 100% of the units in Nepean and 84% in Gloucester were singles, "in 1981 only 56% of the housing units in Kanata and 60% in Orleans were singles,"[2] so to the attitude toward the sanctity of the automobile has changed. The costs to society of the use of the automobile, not only in terms of dollars spent on road building and maintenance but also in terms of noise and air pollution and valuable land lost under concrete, are being questioned. This questioning is often manifested by attempted protection of an area against the further penetration of the automobile. For example, Toronto has survived the killing of the Spadina Expressway. Montreal has survived the closing of De Maissoneuve, closed in answer to the demands of citizens of some of the neighbourhoods through which it passed.

In Ottawa-Carleton, priority given by the Regional Plan to road system has been questioned (see Part D below) and is being questioned by many citizen groups. Following are some quotations taken from briefs received at the May 29/84 public hearing and published in Regional Development Strategy: Official Plan Review: Public Consultation Report: Volume II.

> We were asked what changes should be made to the Regional Official Plan to improve it after the first ten years. Action Vanier would like to see more study and more interest on behalf of the Regional Government as it relates to the Official Plan in the preserving of the

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[2] Ibid. p. 3-3.

> Inner Urban Communities, their history, culture and social development (p. 7).
>
> The Britannia Arterial, if ever implemented, would have a detrimental impact on the community of Britannia, cutting across neighbourhoods and severing this community. It would require expropriation of houses and the destruction of a major City park. Invaluable wildlife protection areas would be destroyed (p. 54).
>
> Will new communications technology open up possibilities for more work to be done in the home, reducing the trips to and from a central work place (p. 174)?
>
> As you are aware, we are bordered by a six-lane arterial (Carling) on the south and a developing eight-lane freeway (the Queensway) on the north. Our community can not survive as a viable residential neighbourhood if in addition it is further inundated with more north-south traffic on Island Park, Holland and Parkdale. We question the need of doubling the vehicle capacity of Fisher Avenue (p. 175).
>
> What incentives could be put in place to reduce the number of cars? Free parking at outlying transit stations, making people pay for a permit to enter the core at rush hour, creating special rush hour lanes of traffic reserved for vehicles containing more than three passengers are just some of the ideas which might be considered to attack the peak load problem from a different angle (p. 205).
>
> Expansion [of the conceptual link or collector/distributor systems] would be self-fulfilling. The time/cost of car travel would be reduced relative to public transit. Even if we could afford it, which we can't, the money would be better spent reducing the cost of public transit (p. 242).
>
> We would like to see it stated in the Regional Development Strategy and Official Plan that all human activities need to be in harmony with the natural environment (p. 298).

New Edinburgh shares the concerns and asks the questions of these different communities as quoted above. If the only solution to these concerns is the building of new and expanded road systems which adversely affect the quality of life in existing communities, the result will be large numbers of people left unhappy.

Presumably the thinking is that these disaffected people will learn to live with their unhappiness and will adjust to the fact that their neighbourhood has changed for the worse. They will mentally pat themselves on the back for being good citizens in yielding to the common good. We argue that this thinking is incorrect and that these people no longer see the needs of the passenger car commuter as constituting a higher common good than the preservation of the quality of life in existing communities and that they will remain disaffected with Regional policies and Government long after the new roads are in place.

But at least the passenger car commuter who needs increased road capacity to get to work in optimal time is well pleased with the planners and politicians as he listens to the morning news on his car radio. Is this true? How many passenger car commuters would switch to public transit if it provided for them a reasonably convenient alternative to the automobile? After all, gas, car maintenance and parking are all expensive items. Are there surveys which ask the needs and preferences of passenger car commuters vis-a-vis public transit? If they would be just as happy or even happier to use an improved transit system, there is surely no point in disaffecting inner city neighbourhood citizens by building new capacity for private vehicles through their neighbourhoods.

Who are these commuters for whose benefit road capacities are increased? With regard to the Vanier Parkway extension, many commuters who would use the extension to get onto the MacDonald-Cartier bridge to Hull and Gatineau and come from Hull and Gatineau along the same route live in Quebec. When subsidies are given and when houses are cheaper on the Quebec side, should Ontario taxpayers also subsidize these people in the form of the estimated 12.6 million it would cost to build the Vanier Parkway extension to allow them to commute interprovincially in optimal time?

More generally, mention is made in the Official Review discussion papers of people who will always take their cars to work, who will never be lured onto public transit. Is this just another example of conventional wisdom talking? If not, it would seem that it is for these people, who won't take public transit, that the added road capacities are required. (People who need their vehicles during the course of the day are discussed below.) Is it equitable that inner city neighbourhoods should suffer the disruption to their quality of life of expanded road systems so that these commuters who won't take public transit can drive to work and home again, during the peak traffic hours, in optimal time? These passenger car commuters are not the majority of people in Ottawa-Carleton or even the majority of people who work in the Greater Central Area. Why should their travel needs be seen as a higher common good than the preservation of the quality of life in existing communities.

The common good should be seen from the point of view of existing communities, chosen by their inhabitants to provide a certain urban life style which they don't want to see altered for the worse. According to a Transportation Department planner, this position is 'having your cake and eating it too' which can't be done. Comparing cake to quality of life, he was saying that it is selfish to expect to enjoy the quality of life provided by an inner city neighbourhood complete with parkland, that at least a piece of the cake must be given away, in the form of parkland and potential parkland, to provide increased road capacity. However, this old saying, 'you can't have your cake and eat it too' is an example of conventional wisdom which does not stand up to examination. What is the point of having a piece of cake on your plate if you can't eat it, can't enjoy it? What is the point of spending money for a house in a neighbourhood which provides a certain quality of life if that quality of life is damaged because of outside interests and if property values drop because of reduced parkland or because of increased traffic noise on an expanded road system near your home?

It is time to change the conventional wisdom that says that the common good requires ever-expanding road systems at the expense, in the crunch, of the quality of life of existing communities. Planners and politicians must incorporate into their priorities the fact that, since at least the early 1970s, the conventional wisdom has changed so that the automobile no longer is granted its former dominant value in society.

b) Recommendations Flowing from a Change in Priorities

Suppose that the planners and politicians changed their perception so that the common good of preserving the quality of life in existing communities is seen to be a higher common good than the building of new and expanded road system to serve private vehicles at peak traffic hours. Higher priority would then be given to preserving and even enhancing neighbourhood quality of life than to road building through existing communities. What results would flow from such a change in priorities?

One result would be that no new road building or widening through existing communities would occur. What would be the effects on the passenger car commuter if new and expanded road systems adversely affecting existing communities were not built?

As the Region grows, the traffic jams on the existing roads could be expected to be much worse. There would then be a golden opportunity for transit systems to expand their ridership through promotional programs designed to entice those commuters who clamour for more road capacity onto public transit. In this connection, why not show movies or slides on a small screen behind the driver as they do on buses in Japan? and/or provide listening capability to music and news on express buses? Express buses especially could be made more comfortable with padded seats. Subsidies for these improvements would surely cost much less than continuing to expand road systems to service the passenger car commuter.

A Regional policy should be instituted immediately and implemented so as to provide parking lots at key points in the transit system where commuters have the right to leave their cars in safety (including 'plug-ins', necessary in Ottawa) and for free while they ride the rest of the way to and from their jobs on public transit. Shopping centre lots are not adequate for this purpose at least not unless an adequately large block of space is negotiated for by the Region and is reserved especially for commuters who 'Park and Ride'.

Such parking lots are hardly a radical idea. 'Park and Ride' is a concept which has gained wide acceptance. There is parking at 'Go-Train' stations along its route east and west of Toronto, for example. 'Park and Ride' likely occurs in the Region on an ad hoc basis in a small way now, but parking lots should be obtained and serviced and the concept should be actively promoted by the Region, as it has been in other cities.

Another concept which should receive active encouragement by the Region is that of Car Pools. Signs along the 401 approaching Toronto direct the commuter to locations of Car Pools; provision for Car Pools would also result if Regional policies placed higher priority on the quality of life in existing communities than on building roads to service the passenger car commuter.

If surveys were instituted on a continuing basis to establish the needs of the passenger car commuter vis-a-vis public transit and every reasonable effort was made to meet those needs and if facilities were widespread throughout the transit system to enable 'Park and Ride' and Car Pools to occur, what commuters would, of necessity, need to drive to work? We can think only of doctors who must attend the sick, real estate agents, delivery people, plumbers and other tradespeople who must use their cars or trucks in order to do their job. Surely the existing road system is adequate to accommodate these people's vehicles. Expansion of the road system thus would only serve passenger car commuters who don't need their cars during the day, but who refuse to use public transit.

If the quality of life in existing communities were considered a higher common good, a higher priority in Regional policies than the need for the passenger car commuter to travel in peak hours in optimal time, Regional policy would be to penalize these die-hard commuters who won't switch to public transit in spite of 'Park and Ride' and Car Pool facilities and in spite of all efforts to make transit a convenient and pleasant experience.

Surely it is a higher common good to protect inner city neighbourhoods against the extension of road systems than to protect and extend the right of these commuters to use their automobiles at rush hours at measurable optimal speed. The wide acceptance of public transit since 1972 so that more than 70% of all downtown peak hour work trips are made on transit (see May submission, p. 4) is not only a reflection of the remarkable improvements in bus service but also a reflection of changing attitudes toward the use and importance of the automobile. More than 70% of downtown commuters do not exercise the 'right' to drive to work; it is not too much to suggest (see Section D below) that they no longer see the ability to move in a car easily at rush hours as the highest common good.

Certainly, this large majority of downtown commuters would not be penalized by any measures taken against the passenger car commuter. Action to penalize the 'die-hard' commuter who won't use a car pool and won't 'park and ride' would likely be supported by this majority as being action taken to advance the common good.

Such action could follow the pattern established in Seattle, Washington, where two lanes on the expressway and downtown are given over to buses and car pool traffic. This traffic moves much faster than that in the other two lanes comprised of cars with less than three people in them.

The point is that the majority would support measures to penalize the downtown passenger car commuter. As quoted above, one of the May 29, 1984 briefs suggested making people pay for a permit to drive into the City core at rush hour. Such action is not unreasonable given the costs to society of the unrestricted use of the automobile. It is a logical result of priority being given to the preservation of the quality of life in existing neighbourhoods.

c) Politicians and the Nature of Regional Government

Surely, if Regional politicians thought that the number of votes to be gained by building ever-expanding road systems was not a significant number, they would cease to perceive these roads as being in the common good or at least as being a higher common good than the preservation of the quality of life in existing neighbourhoods.

However, Regional politicians representing areas outside the City of Ottawa are not likely to hear complaints about the extension of road systems from their own constituents. Those who still drive to work will be in favour of new roads. All those commuters who use public transit won't complain either about the extension of road systems even though these extensions benefit someone else, the passenger car commuter. It is only human nature to complain only when a person's interests are directly adversely affected. The vast majority of commuters, those who use public transit to downtown, will thus only complain about the building of expanded road systems if and when such expansion threatens the quality of life of the neighbourhoods in which they live.

Complaints about ever-expanding road systems, as quoted above, for example, are made by the constituents of Regional politicians who represent neighbourhoods relatively close to the centre of the City which are usually those threatened, or of any neighbourhood threatened, by the building of added road capacity. Complaints have been made for ten years and more, even during public participation exercises in preparation for the 1974 Official Plan. Why is it that building new roads is still such a high priority in Regional policies?

Is it in the nature of Regional Government to demand new roads into the centre of the City? Has nothing changed since the Spadina Expressway was stopped? In a Globe and Mail, Tuesday, October 9, 1984, page 4 article giving highlights of William Davis' 13 years as Premier of Ontario, we are reminded that,

> [William Davis] announces in June, 1971, after becoming Premier, that province won't finance further construction of the Spadina expressway into downtown Toronto, effectively killing the project after almost $70-million had been spent on it.
>
> The move was generally lauded by the opposition parties and downtown residents but incurred the wrath of Metropolitan Toronto politicians who wanted a new major artery into the city (underlining the author's).

The Spadina expressway into downtown Toronto was killed thirteen years ago and yet Regional politicians in Ottawa-Carleton, a much smaller region than Metropolitan Toronto, are still advocating the building of expensive new roads into the City of Ottawa. Do the Regional politicians still fail to realize that the conventional wisdom has changed so that the automobile is not now awarded, by the majority, the dominant importance in society that it was twenty years ago?

The common good is the common good of the majority in the Region, not the common good of the minority of passenger car commuters who are the only people to benefit from expanded road systems which penetrate into the City of Ottawa.

PART C: THE IMPACT OF THE PROPOSED VANIER PARKWAY EXTENSION ON THE QUALITY OF LIFE IN NEW EDINBURGH

If priority were given, in Regional policies, to the quality of life in existing neighbourhoods rather than to extending road systems which benefit the passenger car commuter, a result would be that deletion of the Vanier Parkway extension from the Official Plan. To realize that this deletion would be a logical result, it is only necessary to look at some of the deleterious effects the building of the extension would have on the quality of life in New Edinburgh and even beyond.

1) The proposed section from Beechwood To Dufferin

The section of the Vanier Parkway extension from Beechwood to Dufferin would run behind houses facing Crichton Street; since it would cut through the curve Stanley Avenue makes into Dufferin, it would run behind some houses in the Crichton block from Dufferin to Keefer as well. At this point it would also run in front of residences on River Lane. Closest to Beechwood, the extension would be about forty feet from the back wall of the existing row housing. For most of the rest of the section under discussion, the extension would be within about sixty-five feet of the back doors of the houses facing Crichton.

Taking the length of New Edinburgh to be from Beechwood to Sussex Drive, this section from Beechwood to just north of Dufferin is roughly half the length of the neighbourhood. The houses on the river side of Crichton and on River Lane, which would be within throwing distance of the Vanier Parkway extension, comprise a mix of styles and of old and new. Almost all of them have been renovated, some completely gutted before renovations were carried out. Some of them are heritage houses. All but a few existed before the Vanier Parkway was even thought of.

The Region owns an apartment building, two vacant lots and two doubles along this stretch of Crichton backing onto the river side. If the Vanier Parkway extension were deleted from the Official Plan, property values would rise to a much higher level along this stretch of Crichton Street and the Region could sell its properties at a huge profit. If the extension is needed in the next century, present plans do not call for any demolition of properties along Crichton Street in order to build it and therefore no property would have to be bought, expropriated or re-expropriated.

Expensive town housing would undoubtedly be built if the Region sold the vacant lands it owns along Crichton Street. Or these lands could be used as the site of low-income housing. If the extension were deleted and the Region sold its houses, they would undoubtedly be upgraded and would provide more housing capacity than presently.

The quality of life would be improved for those living along this section of Crichton if the Vanier Parkway extension were deleted from the Official Plan. After the deletion, the Region could sell its properties at a great profit and additional and improved housing would be built in this inner city area.

All one has to do is walk along this section of the proposed extension route, imagine what it would be like to live within 40' or even 65' of a four-lane road and imagine its effect as it sweeps into New Edinburgh Park to realize how unacceptable the extension would be. It is not fair to impose a four-lane road on a neighbourhood where the houses were built backing onto and with access, even across a single rail line, to the river. The extension, running within 65' of most houses' back doors, no matter how well landscaped it would be, would generate an unacceptably high noise level, would be unsightly, and would cut off access to the Rideau River in this section from Beechwood to just north of Dufferin Road. It should be deleted from the Official Plan.

2) The proposed bridge across the Rideau River

The proposed Vanier Parkway extension would require a bridge across the Rideau River. This bridge would cross at a point about 700' south-east of the heritage Minto Bridges, judging from a map put out by the City of Ottawa Department of Community Development. It would cross behind City Hall and directly below City Hall upper floor south-east windows. It would connect, on the other side of the Rideau River from New Edinburgh, to the MacDonald-Cartier bridge.

The crossing over the Rideau River would also be readily visible from certain windows at the Lester B. Pearson building. This building is the nerve centre of Canada's relations with the rest of the world. Heads of State and State representatives visit the External Affairs building daily. Many of them undoubtedly admire the beautiful views from that building's windows, not only of the Gatineau hills but also views in all directions.

Looking down on the Minto Bridges and New Edinburgh, the view is charming and tranquil. Ottawa is widely regarded to be a pleasant city. Its rivers, the canal and the beautifully maintained land beside them are largely responsible for this impression. A four-lane highway across the Rideau River within 1000' of the Minto Bridges, recently expensively restored, would detract a great deal from the image of charm and tranquility projected by the Minto Bridges, the meandering Rideau and the village character of New Edinburgh.

Moreover, noise is louder and travels further over water. If this bridge were built, traffic noise from it would be heard by the residents of the old age home on Porter's Island less than 2000' upstream, throughout New Edinburgh even to Rideau Hall and the Prime Minister's residence, and perhaps inside City Hall and the External Affairs' building. Noise also detracts from the charm and tranquility of the Minto Bridges and of New Edinburgh.

Canada is envied by many, if not most countries in the world for its unspoiled land. It is not in Canada's interest that the bridge section of the Vanier Parkway extension should be built across this stretch of the Rideau River from Beechwood to Sussex which is so picturesque in the way it meanders and creates islands as it flows to join the Ottawa River. A four-lane bridge would spoil the view of the River and would send a message around the world, via the impression created on State officials who see the City from the External Affairs building's windows, that Canada does not value the beautiful land and rivers with which she is endowed.

3) The proposed section through New Edinburgh Park: Dufferin to near the Rideau River

The third major effect, not necessarily third in importance, that building the Vanier Parkway extension would have on the quality of life in New Edinburgh is that it would ruin New Edinburgh Park.

There are two proposed routes for this section of the extension, the section from Dufferin to near the Rideau River. Proposed route A as shown on the above-mentioned map, would sweep as a divided highway through the park, through the existing skating rink, basketball hoop, field house, baby swings, softball diamond and soccer field. Route A would be within about 35' of the other nine swings and within about 45' of the other children's playground facilities.

Proposed Route B, a four-lane undivided highway running a little north-west of proposed Route A, would run through the existing basketball hoop and children's playground and would be within about 50' of the skating rink, 100' of the field house, 300' of the softball diamond and soccer field, 10' of the baby swings and immediately adjacent to the other swings. All those facilities that it doesn't eliminate, it cuts off from access; it cuts off access to the total area of what is now called, by the City, New Edinburgh Park.

Many residents now walk in New Edinburgh Park but access to it and to the whole stretch of river bank, which is very beautiful, would be cut off if either Route A or Route B were to be built. Presumably, it might be possible to pass underneath the extension at the point where the four-lanes would cross the Rideau, but to walk so near to the extension in order to pass under it would be so unpleasant that likely virtually no one would attempt it. Nor would mothers take their children and pass under the Arterial in order to play in the small area between the four lanes of traffic and the Rideau River. Likely no one would even want to play softball or soccer there. New Edinburgh Park would be ruined by the building of the Vanier Parkway extension.

There would be no point in arguing that Rideau Hall provides parkland to the neighbourhood; that is not its function. The gates are marked 'Private' and they are being closer earlier. Access is forbidden when Heads of State visit and it could be forbidden permanently at any time. The Region and City would have no right to abrogate the responsibility to provide neighbourhood parkland to the Government of Canada.

New Edinburgh cannot afford to lose its parkland and easy access to the Rideau River and its views. Many people simply go for a stroll in the park especially at sunset and the playing fields and playgrounds are well used. The Vanier Parkway extension which services the passenger car commuter must not be considered a higher common good than the preservation of New Edinburgh Park. The extension should be deleted from the Official Plan.

4) The proposed last 500' before the Rideau River

In the last 500' before the proposed extension crosses the Rideau, the land is a sort of 'peninsula' jutting into the River which meanders around it. In the north-west section, the land is beautifully landscaped and maintained by the N.C.C. Because of the land's formation, when walking along the River and enjoying this landscaped park, called Stanley Park by the City, one would be approximately within 400' of the Vanier Parkway extension, no matter whether Route A or Route B were built. It is highly doubtful whether anyone would want to walk on this 'peninsula' when to do so would mean walking parallel and within 400' of a four-lane road. The Vanier Parkway extension would effectively ruin Stanley Park as well.

Even the enjoyment of being on or near the Minto Bridges would be ruined or at least greatly lessened because gazing upstream would give a view of the four lanes of traffic over the Rideau and the traffic noise would be so great that the tranquility provided by the River and the heritage Bridges would be lost.

5) The proposed extension as a truck route

There were assurances, before the Vanier Parkway was built, that it would never be used as a truck route. However, trucks were allowed on the Vanier Parkway last spring and they continued to use it all summer and into the fall while Nicholas was under construction. A short-term use of the Vanier Parkway by trucks while Nicholas was under construction does not seem to be unreasonable.

However, there is the constant possibility that new planning staff and different politicians might not remember or realize old promises. Or, they might do so but argue that circumstances have changed. Once a four-lane road is built, there exists a temptation to change its originally intended use.

New Edinburgh realizes that if the Vanier Parkway extension is built, there would be an almost irresistible pressure from the trucking lobby to use the Vanier Parkway as a route to Quebec. From discussions with City Hall, it is evident that consideration is being given to changing the status of the Vanier Parkway so that it would become a provincial highway no longer maintained by the N.C.C. If this change were made, the Vanier Parkway could be one step closer to being made into a permanent truck route.

What was originally put forward to New Edinburgh as an N.C.C. landscaped Parkway could easily become an inter-provincial highway with trucks on it. In that event, the standard of the quality of life in New Edinburgh would drop drastically in terms of air and noise pollution throughout the neighbourhood, including to the grounds of Rideau Hall, the Prime Minister's residence, the French Embassy, City Hall, Island Park Lodge and External Affairs.

New Edinburgh sees the deletion of the Vanier Parkway extension from the Official Plan as being the only guarantee that trucks will not travel through the neighbourhood. This reason alone should provide enough justification to delete the extension from the Official Plan.

Conclusion to PART C

It should be stressed that New Edinburgh is a unique neighbourhood in its street formation, in the amenities provided by the Ottawa and particularly the Rideau River which both form part of its borders, in its border with Rideau Hall and in its historic and village character. The historic character of New Edinburgh was discussed in the May submission. The quality of life in a neighbourhood remains an intangible and elusive quality however, no matter how many features can be listed which contribute to it and in New Edinburgh it should not be threatened by building the Vanier Parkway extension.

The extension would cut off access to the Rideau River along its length except perhaps at one point where one could possibly pass under the extension where it would cross the Rideau. If a brand new community were being planned, access to the River would not be cut off by roads built along the River's length. It is instructive to read the opinion of a commercial town planner concerning the importance of a river to a community. The following quotation is from the brief prepared on behalf of Campeau Corporation by Project Planning Associates Limited May 18, 1984.

> ... the Rideau and Jock Rivers should be seen as unique features ... and should be carefully and sensitively integrated into the urban fabric ... they should be valued as priceless assets which will provide daily delight for future generations of urban residents. One only needs to look at the Ottawa River, the St. Lawrence in Montreal, the Thames in London (and in Stratford, Ontario) and the Seine in Paris to recognize what an invaluable asset it is to have a river in a city. In cities where the river or water front has been pushed out of sight by industrial and railway uses, such as in Toronto, Hull, Winnipeg and Vancouver, enormous sums are now being spent to correct these errors of the past. (3)

In New Edinburgh's opinion, building the Vanier Parkway extension which pushes the Rideau out of sight along its entire length would be an example of an 'error of the past', of rear-view thinking. Developed in this submission is the theme that the conventional wisdom concerning the importance of the automobile in society has changed in the last twenty years since the Vanier Parkway extension was first conceived. The majority now think that the higher common good is the quality of life in their neighbourhood, not the common good of the passenger car commuter. Building the Vanier Parkway extension would only service the passenger car commuter who won't switch to public transit. The quality

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[3] Regional Development Strategy: Official Plan Review Discussion Paper: Public Consultation Report: Briefs Received at 29 May 84 Public Hearing: Volume II, June 1984, pp. 163-164.

of life in New Edinburgh would be irreparably damaged, as discussed above, by the building of the extension. The proposed extension would likely not even pass a Federal Environmental and Assessment Review. It should be deleted from the Official Plan.

To close, here is a further quote from this planning report, planning a new community in the Ottawa-Carleton Region.

> ... the river banks can then be used as urban parks and other forms of open space ... residential areas should be well away from the noise of highway traffic ... direct adjacency of the freeway is neither necessary nor desirable, and proximity to freeways is certainly a great deal less important for the community than a close relationship to the amenities of the rivers. (4)

In asking that the Vanier Parkway extension be deleted from the Official Plan, New Edinburgh is only asking that the Region apply the planning principles stated in the above quote to our community.

PART D: A BIT OF HISTORY

This Part refers to a bit of the history of the public participation on the part of citizens of many neighbourhoods while the Official Plan was being drafted and to a bit of the history of New Edinburgh's opposition of the Vanier Parkway.

1) Public participation while the Regional Official Plan was being drafted

a) The 1972 questionnaire: In March, 1972, a questionnaire was published by the Region which asked for a rating of the importance of

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[4] Ibid., pp. 164-165.

various goals to guide Regional development and which asked for 'yes', 'no' or 'don't know' replies to six questions. According to a preliminary summary of responses to this regional planning questionnaires, a summary published April 17, 1972, replies were received from over 2,100 persons. This summary states that "the highest emphasis (83%) of any plan element was given to public transit."

One of the questions asked was: "Do you want to encourage the use of the private car for transportation if it means cutting through established communities by new freeways and/or widened arterial roads?" Over 2000 people responded and 86% of them answered No, meaning no, they do not want to encourage the use of the private car for transportation if it means cutting through established communities by new freeways and/or widened arterial roads. These 2000 people answered from throughout the Region.

New Edinburgh has noted, in its submissions to this 1984 Official Plan Review process, the remarkable achievements that have been made in the area of public transit since 1972. New Edinburgh is asking the Region to also give effect, in relation to New Edinburgh, to the wishes of the people of the Region as evidenced in their response to the above question by deleting the Vanier Parkway extension, a new arterial road, from the Official Plan.

b) 1974 Summary of Briefs: The Summary of briefs presented to the Planning Committee in Response to Draft Regional Official Plan: Official Plan - Public Participation Program, published by the RMO-C Planning Department 1974 contains thirteen pages of point-form type comments concerning Transportation: Accommodation of travel. Reading through the comments, one is struck by the overwhelming support given to public transit, by the concern shown that new roads would damage communities, and by the desire to de-emphasize the importance of the automobile.

It is evident that even when the Official Plan was being drafted, conventional wisdom no longer considered the unlimited use of the automobile to be a higher common good than the preservation of the natural environment and the preservation of existing communities. However, this conventional wisdom was not reflected in the final Official Plan, a fact which was recognized explicitly in the brief made by the Federation of Citizens' Associations to the OMB in 1977.

The Review of the Official Plan should result in a Plan which reflects the thinking of the majority of citizens in the Region. With specific regard to New Edinburgh, the Review process should result in a deletion of the Vanier Parkway extension from the Official Plan in line with conventional wisdom as evidenced by the 1974 briefs from citizens.

2) A bit of history of the Vanier Parkway extension

The Vanier Parkway, or Arterial as it was called, was first proposed in the Greber Plan of the early 1950s and confirmed by the Ottawa Hull Area Transportation Study in 1965.

On the evening of September 29, 1971, Regional planners came to City Hall to explain the Vanier Arterial to New Edinburgh citizens who filled the hall and who were very vocal in their opposition. Over 400 signatures were received on a petition against the Arterial.

In April 1972 a brief which opposed the Arterial was presented to the RMO-C by the New Edinburgh Community Association.

In November, 1972, in spite of New Edinburgh Community Association lawyer's representation to stop the Arterial, the Roads Committee approved, on the planners' recommendations, a so-called "transportation corridor" along the original route through New Edinburgh.

In January 1973 the Executive of the New Edinburgh Community Association endorsed the N.C.C. recommendations for an 'urban parkway' with the speed limit lowered to 35 mph, a prohibition of heavy commercial vehicles and suitable landscaping and placed these recommendations before a special general meeting of the Community Association. The general meeting disagreed with its Executive and made it clear that the desire of the community was to stop the Arterial from running anywhere in New Edinburgh.

However, in 1974 an agreement was signed between the RMO-C, the Corporation of the City of Ottawa, the Corporation of the City of Vanier and the N.C.C. regarding the Vanier Arterial by which it was to be constructed as an 'urban parkway' with the above-mentioned characteristics.

In 1975 the section of the Vanier Parkway through Vanier from McArthur Road to Beechwood Avenue was built.

In February, 1977, the Vanier Parkway was opposed by New Edinburgh in its brief to the OMB.

In 1980 the section of the Vanier Parkway through Overbrook was constructed.

In February, 1980, Regional Council voted to defer the building of the Vanier Parkway extension through New Edinburgh in response to a recommendation of the New Edinburgh Community Association.

It is now time to delete the Vanier Parkway extension from the Official Plan.

PART E: CONCLUSION: REASONS FOR DELETING THE VANIER PARKWAY EXTENSION FROM THE OFFICIAL PLAN

There is a history of opposition to the Vanier Parkway by New Edinburgh going back to the date that our community first learned of it on September 29, 1971. In spite of New Edinburgh's opposition through the years, both oral and written, the Vanier Parkway has been built with the exception of the extension through our neighbourhood. This extension affects only New Edinburgh and our continued opposition to it should result in its deletion from the Official Plan. Its deletion would show that public participation is not tokenism but that, on the contrary, public participation can result in a decision being taken by the Region which provides long-term benefits to a community.

The decision to delete the extension from the Official Plan would be justified because the extension is not needed to provide additional road capacity at least within the present planning horizon, the year 2001. Part A of this submission demonstrates, moreover, that there is no other reason to keep the extension in the Official Plan. All that would be lost by deleting the extension from the Official Plan would be the grants provided by the Province which comprise a percentage of the cost of projects kept in the five-year capital budget.

This method of funding seems unreasonable in this circumstance when there is no need to build the extension within this century. The encouragement provided by this method of funding to keeping projects in the capital budget is not justified here when this particular road is not required until at least 2001, ten to fifteen years beyond the five-year budget time span.

To be gained by the deletion of the extension from the Plan is the goodwill of the citizens of the Region who have demonstrated in their briefs and their actions that they consider that the highest common good is the preservation of the natural environment and the quality of life in existing communities rather than the expansion of road systems which benefit the passenger car commuter who won't switch to public transit.

It was demonstrated in Part C of this submission that the Vanier Parkway extension would cut off access to the Rideau River bank along its length, would create unacceptable noise, especially as a truck route, which would affect the entire neighbourhood including Island Park Lodge, City Hall, External Affairs building, French embassy, 24 Sussex Drive and Rideau Hall, would ruin New Edinburgh's parkland both actual and potential and would destroy the tranquility and charm of this heritage area; for these reasons it would not pass an Environmental Review and Assessment Process. Deletion of part of a road system which would have such deleterious effects would be an action widely supported by the Region's citizens who overwhelmingly support the preservation of the quality of life in existing neighbourhoods.

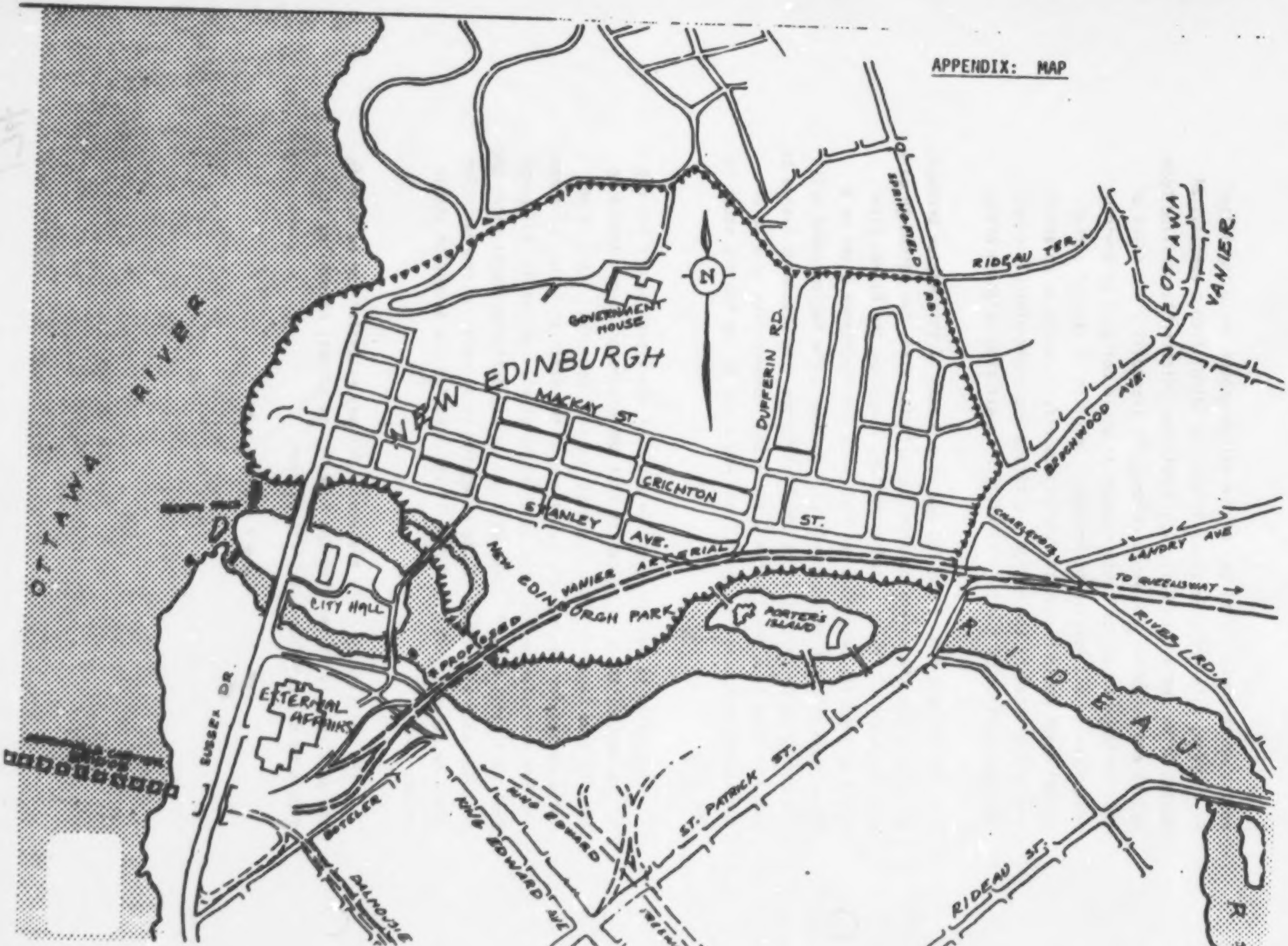
If the decision of the Region, as a result of this Review process, were to delete the extension from the Official Plan, New Edinburgh park and the route of the proposed extension, bordering the Rideau River, could be properly developed in line with the importance given to a River when planning new communities. Moreover, the Region could sell its extensive properties along Crichton Street from Beechwood Avenue to Dufferin Road at a great profit, and either co-operative housing or townhouses then built on these lands would add to the housing stock in the City.

According to data provided in the 1984 discussion papers put out by the Region, there is agreement that the extension is not needed to provide road capacity until at least the next century. There is no valid reason for keeping the extension in the Official Plan. If a need for the extension arises, the legal right-of-way and the New Edinburgh Park will still exist. There will not be any buildings built along the proposed extension route if the extension is deleted; no expropriation would be necessary in the future if the need for the extension should arise.

The decision to build the Vanier Parkway extension can be made in the next century if and when the need for it arises; meanwhile, it should be deleted from the Official Plan.

* * * * * * * * * *

APPENDIX: MAP


OTTAWA RIVER
NEW EDINBURGH
GOVERNMENT HOUSE
N
MACKAY ST
CRICHTON
STANLEY AVE.
ST.
DUFFERIN RD.
SPRINGFIELD RD.
RIDEAU TER.
OTTAWA
VANIER
BEECHWOOD AVE.
CHARLEVOIX
LANDRY AVE
TO QUEENSWAY →
RIVER RD.
RIDEAU R.
PORTER'S ISLAND
NEW EDINBURGH PARK
PROPOSED VANIER ARTERIAL
CITY HALL
EXTERNAL AFFAIRS
SUSSEX DR.
BOTELER
DALHOUSIE
KING EDWARD
KING EDWARD AVE
ST. PATRICK ST.
RIDEAU ST.

~~174~~

ONTARIO INSTITUTE OF AGROLOGISTS
AGRICULTURAL INSTITUTE OF CANADA

830-2

OTTAWA VALLEY BRANCH

OCTOBER 3, 1984

OTTAWA-CARLETON
RECEIVED
10:00
OCT 10 1984
CLERK'S DEPARTMENT

J. BARRY O'GORMAN
Secretary, Planning Committee
14th Floor, 222 Queen St.
Ottawa, Ont.

Dear Sir,

As chairman of the Land Use Committee of the Ottawa Valley Branch of the OIA, I would like to request permission for a member of our group to appear at the public hearing into the Regional Development Strategy on October 16, 1984. We would like to take this opportunity to table data relating to the amount of urban development that has occured on high quality soil in the Region since 1974. Our research indicates that past actions in protecting agricultural resources have not been particularly effective, and we feel that a strategy based on "continued protection", as outlined in the "Conclusions and Recommendations" report, is not adequate.

We look forward to the opportunity of addressing this concern at the public hearing.

Yours truly,

Ted Huffman

Ted Huffman, P.Ag.
Chairman, Land Use Committee

ONTARIO INSTITUTE OF AGROLOGISTS
AGRICULTURAL INSTITUTE OF CANADA

OTTAWA VALLEY BRANCH

REGIONAL DEVELOPMENT STRATEGY: Conclusions and Recommendations

Report to the Planning Committee,
Regional Municipality of Ottawa-Carleton
October 16,1984

Presented by Ted Huffman
Chairman, Land Use Committee
Ottawa Valley Branch, OIA

> "It is therefore recommended that:
>
> The Regional Development Strategy be based on the continued protection of agricultural, mineral and environmental resources and that the preparation of rural development policies during a subsequent phase of the official plan review, recognize the primary importance of these resources."
>
> (Regional Development Strategy: Conclusions and Recommendations, Regional Municipality of Ottawa-Carleton, June 1984, p.14).

The Ontario Institute of Agrologists is an association of professionals trained and experienced in the agricultural industry, who are concerned and involved in many issues, including energy, erosion, taxation and land use. The Ottawa Valley Branch, in an effort to use its expertise more effectively, has prepared maps and a report proposing an approach to planning for agriculture in Ottawa-Carleton. This study delineates 2 agricultural zones and outlines suggested policies for those zones. A full report will be presented to the Planning Department this month, but for the purposes of this hearing we would like to table the results of one aspect of the study that relates specifically to the Planning Strategy documents.

In the "Conclusions and Recommendations" document, the recommended strategy in dealing with agricultural resources is based on continued protection. We feel that past protection has not been particularly effective, and the strategy should more properly be based on increased protection. This submission is based on results of a study of the agricultural capability of land developed or designated for development during the period 1974-1983 and land where non-farm severances were granted in the period 1975-1982.

Table 1 presents data from the severance study and shows a generally lower percentage of severances on prime land than the average availability of that land. In effect it shows that rural non-farm severances are somewhat directed toward land of Class 4 or poorer. However, Table 2 with data relating to the East, West and South Urban Communities, shows a considerably different pattern. In these areas, prime land is designated for development in greater proportions than its general availability. The South Urban Community (Barrhaven) is especially consumptive of Class 2 soil, while the East Urban Community (Orleans) is developed particularly on Class 3 soil.

In terms of area, the real consequence of these trends become apparent. The 3 urban communities in total represent 10,503 acres of prime farmland lost to urban development. The relatively small area represented by severances - and thus the area of prime land protected by severance restrictions - is very small compared to the area developed in the urban communities. Even though rural policies have shown a positive effect on farmland preservation, those effects are considerably outweighed by the negative effects of designated growth areas on the rural fringes.

We bring this data to your attention not simply in relation to the strategy concern of continued versus increased protection, but more specifically in relation to the upcoming decision on the location of another urban community outside of the Greenbelt. With concern for the quality of land built on, a dramatic step in the maintenance of a strong agricultural industry in the Regional Municipality of Ottawa-Carleton can be taken.

TABLE 1: CLI Soil Capability of Land on which Non-farm Severances Occurred in RMOC, 1975 - 1982.

Municipality	Severances (Number)	CLI Classes 1 and 2 (%)		CLI Class 3 (%)		CLI Class 4 (%)	
		Severances	Munic. Average	Severances	Munic. Average	Severances	Munic. Average
Cumberland	132	4.5	16.6	48.5	53.6	31.0	20.2
Gloucester and Nepean	53	35.8	28.4	18.9	34.3	28.3	11.4
Goulbourn	54	14.8	19.3	11.1	16.4	16.7	12.7
Osgoode	93	30.1	41.1	22.5	24.9	27.9	10.7
Rideau	55	41.8	30.8	21.8	8.8	14.5	3.5
West Carleton, March and Kanata	248	17.3	26.5	8.8	12.5	12.5	3.7
TOTAL RMOC	635	20.0	27.7	21.2	23.8	20.5	9.2

TABLE 2: CLI Soil Capability of Land Developed or Designated for Development in the East (Orleans), West (Kanata-Glencairn) and South (Barhaven) Urban Communities in Ottawa-Carleton, 1974 - 1983.

CANADA LAND INVENTORY SOIL CAPABILITY FOR AGRICULTURE	EAST URBAN COMMUNITY		WEST URBAN COMMUNITY		SOUTH URBAN COMMUNITY	
	Area (Ac.)	Percent (%)	Area (Ac.)	Percent (%)	Area (Ac.)	Percent (%)
CLASSES 1 and 2	1667	21.1	1966	26.0	932	73.9
CLASS 3	5081	64.2	832	10.8	25	1.8
CLASS 4	1191	14.7	227	3.4	25	1.8
CLASSES 5, 6, 7, 0	-	-	4535	59.8	38	2.6
NOT MAPPED	-	-	-	-	239	19.9
TOTAL, CLASSES 1-3	6748	85.0	2798	37.0	957	76.0
TOTAL, CLASSES 1-4	7939	100.0	3025	40.0	982	78.0

CLI SOIL CAPABILITY FOR AGRICULTURE	Cumberland Twp. Gloucester Twp. (Percent)	Goulbourn Twp. March Twp. (Percent)	Nepean (Percent)
TOTAL, CLASSES 1-3	65.6	33.6	63.8
TOTAL, CLASSES 1-4	82.0	43.6	72.0

City of Ville d' Ottawa

Department of the City Clerk
111 Sussex Drive
Ottawa, Ontario
K1N 5A1

Service du greffe
111, promenade Sussex
Ottawa (Ontario)
K1N 5A1

0713-646/84

October 5, 1984

W.H. Brunette
Regional Clerk
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario
K1P 5E4

Dear Mr. Brunette:

City Council, at its meeting held on October 3, 1984, approved of the attached resolution with regard to Assessment of the "Regional Development Strategy: Conclusions and Recommendation", with the following amendment:

> "That Council reiterate its earlier recommendations that alternative options for Regional development be produced for discussion including a consideration of increased residential development inside the greenbelt; further that each option contain sufficient detail and summary analysis on a number of issue areas including the physical impact and cost analysis... households.
>
> That Recommendation 1.2 be amended to state:
>
> 'That the Regional Development Strategy be prepared on the basis that a mixture of low, medium and high density housing will be required and that a balance of housing types both inside and outside the greenbelt is required to accommodate the increasingly aging population and the trend to smaller households'."

Yours truly,

Evelyne H. Cooper
City Clerk

:cg

c.c. Department of Community Development

C4C846

/

CITY OF OTTAWA - VILLE D'OTTAWA

From: Community Development Department Date: September 20, 1984
De:

Ref. No.: 0713-646/84 B1E041
N° de ref.:

Action Exécution		Information Pour votre gouverne	Ward Quartier
[ ] Administrative, administrative	[X] Policy politique	[ ]	City-wide

To/A:

[1] Ottawa Planning Committee
Comité d'urbanisme d'Ottawa

[ ] Physical Environment Committee
Comité de l'environnement

[ ] Admin., Policy and Priorities Committee
Comité de l'adm., des politiques et des priorités

[ ] Other
Autre

Non-Profit Housing
Logement à but non lucratif

[ ] Executive Committee
Comité exécutif

[ ] Board of Directors
Conseil d'administration

[2] City Council
Conseil municipal

SUBJECT/OBJET

1. Assessment of the "Regional Development Strategy: Conclusions and Recommendations". CD-4515-6

Évaluation de la stratégie regionale d'aménagement - conclusions et recommendations.

RECOMMENDATION

1. That City Council recommend to Regional Council as follows on each of the following recommendations in the report entitled: "Regional Development Strategy: Conclusions and Recommendations".

1.1 "The Regional Development Strategy be prepared on the basis that Ottawa-Carleton could grow to between 625,000 and 725,000 persons by the turn of this century and that infrastructure be provided incrementally dependent upon the actual amount of growth which materializes through the planning period."

That the above-noted recommendation be APPROVED.

1.2 "The Regional Development Strategy be prepared on the basis that the majority of new households to 2001 will require low and medium density ground-oriented housing, the bulk of which will be accommodated on lands outside the Greenbelt."

That the above-noted recommendation be AMENDED to state:

> That the Regional Development Strategy be prepared on the basis that the majority of new households to 2001 may require low and medium density housing and that policies be developed to ensure a balance of new households on lands both inside and outside the greenbelt.

1.3 "The Regional Development Strategy be based on the designation of sufficient additional urban lands to meet the high growth projection to 2001."

That the above-noted recommendation be AMENDED to state:

> That the Regional Development Strategy be based upon policies which ensure sufficient growth potential, within the Region, including the designation of sufficient urban lands, as required, to meet the high growth projection to 2001.

1.4 "The Regional Development Strategy be based on the premise that a major growth centre (or centres) will be developed south of the Greenbelt; the future location, configuration, and the timing of its (their) release to be the subject of further study."

That the above-noted recommendation be AMENDED to state:

> That the Regional Development Strategy not assume, at the present time, that a major growth centre (or centres) will be developed south of the Greenbelt, and that any future need to designate additional urban lands within the Region be established through a monitoring process which assesses development and redevelopment activity (both inside and outside the Greenbelt). Further, that any proposed location of additional urban lands should be made within the context of Recommendation 1.9.

1.5 "The Regional Development Strategy be based in general on achieving, or surpassing, the modal split guidelines contained in the 1974 Regional Plan."

That the above-noted recommendation be APPROVED.

1.6 "The Regional Development Strategy be based on shifting the emphasis of employment growth away from the Central Area to other employment centres - with special emphasis on selected nodes along the transitway and the urban communities outside the Greenbelt."

That the above-noted recommendation be AMENDED to state:

> That the Regional Development Strategy be based upon the encouragement of decentralizing the pattern of employment to other employment centres within the Region (with special emphasis on selected nodes along the transitway and the urban communities outside the greenbelt) and that any recommendation on the appropriateness and location of selected nodes within the Greenbelt, be the responsibility of the area municipalities, in consultation with the Regional Municipality of Ottawa-Carleton.

1.7 "Decisions on the Regional Development Strategy not be held in abeyance pending a review of the necessity or timing of individual infrastructure elements, but that these be reviewed in detail in the second stage of the Official Plan Review."

That the above-noted recommendation be AMENDED to state:

> That the Regional Development Strategy be based upon a full consideration of all of the infrastructure requirements necessary for its implementation, including its phasing and timing within the planning period.

1.8 "The Regional Development Strategy be based on an urban settlement pattern that recognizes the need for continued growth outside the Greenbelt, directs some of that growth south of the Greenbelt to balance transportation flows around the periphery of the Greenbelt, and encourages future employment growth to occur outside the Central Area."

That the above-noted recommendation be AMENDED to state:

> That the Regional Development Strategy be based upon an urban settlement pattern which recognizes the need for balanced growth (population/employment) both inside and outside the Greenbelt.

1.9 That an additional recommendation be forwarded to Regional Planning Committee, as follows:

> That the Regional Development Strategy be based upon an approach which seeks to maximize the use of existing infrastructure, thereby limiting future increases in regional/municipal taxes.

R. Bailey,
Commissioner of
Community Development.

EF:rfw-4
B1E041
11/09/84

OTTAWA PLANNING COMMITTEE RECOMMENDATION

The Committee concurs and so recommends.

ADDITIONAL OTTAWA PLANNING COMMITTEE RECOMMENDATION

The Committee further recommends:

1. That a recommendation (2.0) be added:

   2.0 That the Regional Development Strategy estimate the capital and servicing costs of the recommendations for the Regional Municipality of Ottawa-Carleton.

2. That the Regional Development Strategy take into account the potential for residential development under the existing zoning in the City of Ottawa, both through development of vacant lands and through redevelopment.

3. That the City indicate that members of Council intend to attend the Regional Municipality of Ottawa-Carleton Planning Committee meeting on October 23, 1984.

4. That the City request that the Chair of the Regional Municipality of Ottawa-Carleton Planning Committee be requested to have members of the Regional Council address the Regional Municipality of Ottawa-Carleton Planning Committee on October 23, 1984 regarding the Regional Development Strategy.

BACKGROUND

I Summary

On March 6, 1984, the Planning Department of the Regional Municipality of Ottawa-Carleton released a report entitled "Regional Development Strategy - Discussion Paper". It was intended to form the basis for discussion on the proposed settlement pattern in the Region to the year 2001 and beyond. Briefly, the report outlined that the high rate of urban land consumption in the Region between 1976 and 1981, coupled with an analysis of future household demand, construction densities and the lack of redevelopment/development potential inside the greenbelt has resulted in the need for additional urban residential lands, in the Region, in advance of 2001, perhaps as early as 1985.

It was also suggested that growth continue in Orleans and Kanata and that there were benefits to accommodating this projected growth in the South Urban Community, out from Barrhaven to the 'second stage' lands of the 1974 Regional Official Plan.

Municipal staff prepared two (2) briefs on the Regional Development Strategy - Discussion Paper and on June 6, 1984, City Council approved the Ottawa Planning Committee recommendation that alternative options for Regional development be produced for discussion, including a consideration of increased residential development inside the greenbelt. Further, it was suggested that each option contain sufficient detail and summary analysis on a number of issue areas including the physical impact and cost implications of both hard and soft service requirements and a consideration of future household demand in light of the increasingly aging population and the trend to smaller households. Additionally, it was recommended that a formal liaison be established with the area municipalities and that a public participation process be developed and carried out to enable each of the options (and their detailed implications) to be reviewed. Finally, it was suggested that based on this information that the recommended option be selected for the future development of the Region.

Regional Staff reviewed and commented upon all of the briefs that were prepared on the Development Strategy - Discussion Paper, releasing the attached report entitled "Regional Development Strategy: Conclusions and Recommendations" on June 26, 1984. The report does not outline a precise strategy (i.e., none of the specific growth options that were tested are recommended) nor does it make specific recommendations on thresholds of future development in the East, West or South Urban Communities. Rather, eleven (11) conclusions/assumptions form the basis of the proposal. Eight (8) of the eleven (11) recommendations in the document, address urban issues and are evaluated in this report.

II Process/Timing

At the June 26, 1984, meeting of Regional Planning Committee it was decided to extend the period for the review of the Regional Development Strategy. The adjusted timetable is as follows:

October 6, 1984:	Receipt by Region of written briefs on recommendations on the Regional Development Strategy.
October 16, 1984:	Public Hearing by Regional Planning Committee on written briefs and presentations on the Regional Development Strategy.
October 23, 1984:	Regional Planning Committee to consider Regional staff recommendations of June 26, 1984, and to make recommendations to Regional Council.

It is also noted that a formal liaison has been established between the City and the Regional in the review of the "Regional Development Strategy: Conclusions and Recommendations." Similarly, staff have attended meetings between the Region and a number of City of Ottawa Community Associations in their review of the report.

OPTIONS

N/A

RATIONALE

Recommendation 1.1

"THE REGIONAL DEVELOPMENT STRATEGY BE PREPARED ON THE BASIS THAT OTTAWA-CARLETON COULD GROW TO BETWEEN 625,000 AND 725,000 PERSONS BY THE TURN OF THIS CENTURY AND THAT INFRASTRUCTURE BE PROVIDED INCREMENTALLY DEPENDENT UPON THE ACTUAL AMOUNT OF GROWTH WHICH MATERIALIZES THROUGH THE PLANNING PERIOD."

The above-noted population projections have been reviewed and are considered to be based upon realistic fertility, mortality and in-migration rates. As such, the range presented in the above-noted recommendation represents a reasonable projection of population which could occur by the turn of the century in Ottawa-Carleton. It is recommended, thereby, that the Regional Development Strategy be prepared on the basis that Ottawa-Carleton could grow to between 625,000 to 725,000 persons by the year 2000.

The second part of the recommendation which states that "infrastructure be provided on an incremental basis, dependent upon the actual growth which materializes through the period" is also supported. This recognizes the relatively broad range of the population projection to the turn of the century and ensures that service commitments will reflect realistic need.

Recommendation 1.2

"THE REGIONAL DEVELOPMENT STRATEGY BE PREPARED ON THE BASIS THAT THE MAJORITY OF NEW HOUSEHOLDS TO 2001 WILL REQUIRE LOW AND MEDIUM DENSITY GROUND-ORIENTED HOUSING, THE BULK OF WHICH WILL BE ACCOMMODATED ON LANDS OUTSIDE THE GREENBELT."

The Regional household forecast assumes that, notwithstanding the progressively aging population and the recent significant growth in single and two (2) person households, the present and historic preference for family households (single, semi-detached and row dwellings) will remain strong to the year 2001. It also assumes that the potential for accommodating new households inside the Greenbelt is limited and will not contribute significantly to the forecasted need and, in consequence, that substantial further development will be required beyond the Greenbelt.

It is recommended that the above-noted statement be amended to indicate that the strategy "be prepared on the basis that the majority of new households to 2001 may require low and medium density housing and that policies be developed to ensure a relative of new households on lands both inside and outside the Greenbelt". Implicit in this amended recommendation is the need for changes in consumer preferences to be monitored throughout the planning period, to ensure that these are fully appreciated and that the resulting implications on land requirements are acommodated.

The suggested changes are based upon the following considerations.

1. Within the context of the existing Regional Development Strategy, the present availability of vacant lands outside the Greenbelt makes these areas attractive for ground oriented dwelling units relative to Ottawa. This, in turn, requires the City to accommodate the Regional share of non-ground oriented units which has the tendency of skewing our population mix in favour of non-family households. Presently, for example, single person and two (2) person households make up sixty-seven (67%) percent of all households living in Ottawa, while almost half the lone parent families in the National Capital Region are in Ottawa.

2. While the preference for "family" households in the Region will remain strong it is important to recognize two (2) factors. Firstly, the number of people in each household is declining at the Regional level from 2.7 in 1981, to an estimated 2.4 by 2001; while in the City of Ottawa from 2.2 in 1983 to as low as 1.6 by the turn of this century. Secondly, in the City, it is likely that the number of non-family households will increase over the next decade as family households are attracted elsewhere and as the population continues to age. At the regional level, it has been estimated that the number of seniors (65+) is expected to double by 2001.

   Together, these factors suggest the possibility for a change in household preference, shifting to smaller more practical unit sizes, consistent with this pattern. Therefore, the future housing preference within the Region, particularly in the City of Ottawa with its proportionally higher rate of non-family household, may not be only to low and medium density ground/oriented housing and it is recommended that the strategy recognize this likelihood.

3. The City of Ottawa's population declined significantly between 1976 and 1981, with a more stable pattern emerging in the 1980s. It now appears that the 1983 population may be recovering to its 1976 population level (i.e. 304,000). The declining population is owing largely to decreasing household size, although it is also related to the higher population growth levels in the other municipalities in the Region. (between 1976 and 1981, 97% of the total population growth was accommodated in the three (3) urban communities outside the greenbelt).

   The continuation of the trend to smaller household size and the continued growth in the outer urban communities, suggests that it will be necessary for the City to encourage more additions to its residential stock if the population is to grow in the future.

With this in mind, it is recommended the Regional Development Strategy be prepared on the basis that policies be developed to ensure a balance of new households on lands both inside and outside the greenbelt.

Recommendation 1.3

"THE REGIONAL DEVELOPMENT STRATEGY BE BASED ON THE DESIGNATION OF SUFFICIENT ADDITIONAL URBAN LANDS TO MEET THE HIGH GROWTH PROJECTION TO 2001."

In accordance with the concern that Regional policies should ensure a balance of new households on lands both inside and outside the Greenbelt, it is suggested that the above-noted recommendation be amended to indicate that the strategy should develop policies to ensure sufficient growth potential, within the Region, including the designation of additional urban lands, as required, to meet the high growth potential to 2001.

This approach broadens the scope of the strategy to allow the Region and the municipality to pursue policies, where appropriate, to ensure that existing lands/property can be developed/redeveloped to their practical limits.

Recommendation 1.4

"THE REGIONAL DEVELOPMENT STRATEGY BE BASED ON THE PREMISE THAT A MAJOR GROWTH CENTRE (OR CENTRES) WILL BE DEVELOPED SOUTH OF THE GREENBELT; THE FUTURE LOCATION, CONFIGURATION, AND THE TIMING OF ITS (THEIR) RELEASE TO BE THE SUBJECT OF FURTHER STUDY."

The designation of additional urban lands to meet the high growth projection to 2001 is complemented by a strategy that calls for a major growth centre (or centres) to be developed south of the Greenbelt; the location, configuration and timing to be the subject of further study. A significant assumption in determining the need for this proposed major centre is the assumed inability of communities inside the greenbelt to assist meaningfully in the provision of housing to meet the projected household demand to 2001 (through either the development of vacant lands or the redevelopment of existing properties).

The Region estimates that there is approximately 3,160 hectares of existing vacant residential lands in Ottawa-Carleton, twenty (20%) percent or 632 hectares located inside the Greenbelt. The study also assumed an average density of 25.5 uph (10 upa), resulting in an existing potential for 80,500 units. Redevelopment potential was not considered as a significant contributor to the future household stock.

A preliminary review of development/redevelopment potential in the City of Ottawa suggests that the Regional assessment of the housing potential inside the Greenbelt is underestimated. Development potential on existing vacant land, under the present zoning, in the City of Ottawa is estimated at approximately 25,000 to 30,000 units. This includes privately owned vacant residential lands, vacant residential lands owned by various governments, vacant lands zoned for mixed use development and lots that may be created through the severance of existing property.

Additionally, there has been judged to be over 8,000 units of the existing 135,000 units in the City in either poor or fair physical condition. An estimated fifty (50%) percent of these will likely be redeveloped over the next twenty (20) years. Demolitions in the City of Ottawa (studied between October 1, 1982, and December 31, 1983,) revealed a replacement ratio of 3.4 units for every residential unit demolished suggesting the potential for an additional 13,600 units through redevelopment.

It is also important to recognize that development/redevelopment activity in the inner areas of the City of Ottawa (such as in Centretown, Ottawa East, Lowertown and the West Quadrant of the Central Area) has been substantial since 1981. There appears to be an emerging pattern toward a fuller utilization of existing development potential, which is supported in neighbourhood plans, in a number of communities in the City of Ottawa.

It is also noted that the density of ground oriented "family" accommodation exceeds the Regional average of 25.5 uph (10 upa) in most communities. The Ottawa East triangle, as an example, has achieved ground oriented housing at a net density of approximately 98.8 uph (40 upa); whereas higher intensity residential development presently under construction in the West Quadrant of the Central Area is being built at a net residential density of 610 uph (274 upa).

Finally, the present need for designating additional urban lands, thereby accepting the notion of a South Urban Community, is questionable given a comparison of projected population to 2001 to the Regional calculation of the housing potential on the existing inventory of vacant residential lands in Ottawa-Carleton. Briefly, the report states that their is a potential for 80,500 units on existing vacant residential lands. Assuming an average household size of 2.5 persons per household (below the existing average) the present inventory of vacant land could result in housing for an additional 201,250 people. The present population in the Region is approximately 575,000, and the existing vacant land potential will accommodate a future population of 771,250 people: (notwithstanding the concern that the housing potential inside the greenbelt may be underestimated). This is more than sufficient to house the population projection to 2001 which ranges between 625,000 to 725,000.

It is recommended, as a result, that the Regional Development Strategy not assume, at the present time, that a major growth centre (or centres) will be developed south of the greenbelt, and that any future need to designate additional urban lands within the Region be established through a monitoring process which assesses development and redevelopment activity (both inside and outside the Greenbelt).

Recommendation 1.5

"THE REGIONAL DEVELOPMENT STRATEGY BE BASED IN GENERAL ON ACHIEVING, OR SURPASSING, THE MODAL SPLIT GUIDELINES CONTAINED IN THE 1974 REGIONAL PLAN."

The Planning Branch supports the notion of increased modal splits and recommends that the above-noted recommendation be approved.

Recommendation 1.6

"THE REGIONAL DEVELOPMENT STRATEGY BE BASED ON SHIFTING THE EMPHASIS OF EMPLOYMENT GROWTH AWAY FROM THE CENTRAL AREA TO OTHER EMPLOYMENT CENTRES - WITH SPECIAL EMPHASIS ON SELECTED NODES ALONG THE TRANSITWAY AND THE URBAN COMMUNITIES OUTSIDE THE GREENBELT."

The position that employment growth in the Central Area should be limited to the capacity of the transportation network is a well accepted viewpoint. Employment potential in the Central Area is limited in the existing Regional Official Plan to 100,000 jobs and it has been estimated that, in 1983, there were approximately 66,000 jobs in the Central Area. It is agreed that it is timely to consider the ways and means of encouraging decentralization to other employment centres.

A concern exists, however, with the future selection of commercial nodes in the City of Ottawa. It is recommended that the area municipalities assume the responsibility of studying the appropriateness and location of the selected nodes within the Greenbelt, in consultation with the Regional Municipality of Ottawa-Carleton. This will ensure a detailed review at the community level of the appropriateness, location and design criteria of future nodes.

Recommendation 1.7

"DECISIONS ON THE REGIONAL DEVELOPMENT STRATEGY NOT BE HELD IN ABEYANCE PENDING A REVIEW OF THE NECESSITY OR TIMING OF INDIVIDUAL INFRASTRUCTURE ELEMENTS, BUT THAT THESE BE REVIEWED IN DETAIL IN THE SECOND STAGE OF THE OFFICIAL PLAN REVIEW."

City Council is advised to suggest to Regional Council that the Regional Development Strategy be based upon a full consideration of all of the infrastructure requirements necessary for its implementation, including its phasing and timing within the planning period.

While it is recognized that there will be public debate over future proposed roadways regardless of the approved strategy, it is important that local municipalities, particularly at the community level, be reasonably aware of the economic, social and environmental impacts of future infrastructure requirements. This is only possible if information is available outlining infrastructure needs and the general phasing of their implementation. It would seem that any decision on a long term strategy for growth would have to be made in full knowledge of this information.

Furthermore, since Regional staff are in a position to predict that "the majority of new roads are common to all "high" options - that is they will be needed wherever growth is located", details on these proposed roadways should be released at the first stage of the review.

Finally, the necessity and timing of infrastructure elements largely influences the future costs of providing services for the preferred strategy. This is an extremely important consideration for the municipality, the major contributor to regional taxes, and full knowledge of the economic (fiscal) implications of future infrastructure should be reasonably available to assist in the decision on a long-term growth strategy.

Recommendation 1.8

"THE REGIONAL DEVELOPMENT STRATEGY BE BASED ON AN URBAN SETTLEMENT PATTERN THAT RECOGNIZES THE NEED FOR CONTINUED GROWTH OUTSIDE THE GREENBELT, DIRECTS SOME OF THAT GROWTH SOUTH OF THE GREENBELT TO BALANCE TRANSPORTATION FLOWS AROUND THE PERIPHERY OF THE GREENBELT, AND ENCOURAGES FUTURE EMPLOYMENT GROWTH TO OCCUR OUTSIDE THE CENTRAL AREA."

By way of summary, it is simply recommended that the above-noted recommendation be amended to state that the Regional Development Strategy be based upon an urban settlement pattern which recognizes the need for balanced growth both inside and outside the Greenbelt. This approach dictates a reassessment of the need to direct some growth south of the Greenbelt (to a major growth centre) by monitoring the pattern of development and redevelopment which emerges within the Region.

With respect to the need to attract growth south to balance transportation flows around the periphery of the Greenbelt, it is understood, in discussion with Regional staff, that the approved roadway pattern of the 1974 Regional Official Plan (with the possible exception of the Outer Ring Road) will be required with or without an expanded South Urban Community. This calls into question the need to direct growth south to balance transportation flows around the periphery of the Greenbelt, particularly if the expanded community is predominantly residential and if the City of Ottawa continues to play a predominant role in the Region in the provision of employment.

It is felt that the Regional Development Strategy should be based on policies which promote balanced growth throughout the Region. The present strategy is primarily focused upon promoting residential growth to the outer urban communities and does not recognize the development potential inside the Greenbelt. This limited approach appears to only be achievable at some expense to the City of Ottawa - with the potential for limited/declining population growth, a disproportionate share of non-family households, increased taxes to provide infrastructure to residential communities beyond the Greenbelt, heavily reliant on the City for jobs and the accompanying pressures on roadway facilities.

Recommendation 1.9

It is also recommended that the Regional Development Strategy be based upon an approach which seeks to maximize the use of existing infrastructure, thereby limiting future increases in regional/municipal taxes.

This could be addressed through the development of a settlement strategy which is focused upon maximizing the existing investment in capital infrastructure, throughout the Region, thereby limiting the need for additional infrastructure provision to new areas currently not developed.

The estimated costs and tax implications of continued growth to the east, west and south, as now recommended, have not been recognized as a strategic consideration within the development of an appropriate Regional Development Strategy. This is particularly true for the recommended future development of the south within the planning period.

In view of the absence of a development option which fully considers the potential for growth within the Greenbelt (where most of the Region's existing infrastructure currently exists), the development of a Regional Development Strategy on the basis of the existing eleven (11) recommendations may not be able to fully realize the opportunities available to limit increases in Regional taxes resulting from the costs of new infrastructural requirements.

INPUT FROM OTHER SOURCES

City of Ottawa Non-Profit Housing Corporation

The primary concerns of City of Ottawa Non-Profit Housing Corporation are addressed in the following summary to their memorandum dated September 10, 1984:

> "In summary, we are concerned that the Regional Development Strategy appears preoccupied with the future development of the region in the context of new growth in the "new" urban areas and does not appear to recognize the development potential of the area inside the greenbelt. There is need to assess the potential for development within the greenbelt based on future market demands and the need for low income families or individuals to be located close to services which are available in the established communities. We are also concerned with the blanket statements which seem to imply priority servicing for new areas and little concern for the possible adverse affects this could have by delaying servicing of lands within the greenbelt which has already been subdivided, zoned and purchased in anticipation of early development."

ATTACHMENT

1. Report on the Regional Development Strategy: Conclusions and Recommendations.

COMMUNITY NOTIFICATION

1. Staff have attended bi-weekly meetings between the Regional Municipality of Ottawa-Carleton and a number of City of Ottawa community associations in their review of the Regional Development Strategy and released the subject report for discussion at the meeting of September 18, 1984.

Disposition

City Clerk to notify the City Clerk of the Regional Municipality of Ottawa-Carleton of City Council's disposition, including a copy of the approved report by October 6, 1984.

FINANCIAL COMMENT

N/A

Commissioner of Finance

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26 Jun 84

File: 14.261

REPORT TO PLANNING COMMITTEE

REGIONAL DEVELOPMENT STRATEGY: CONCLUSIONS AND RECOMMENDATIONS

BACKGROUND

On 6 Mar 84, a discussion paper entitled Regional Development Strategy (March 84) was presented to the Planning Committee which authorized its release for public review. Copies of the paper were distributed to community groups, individuals, area municipal staffs, public and private agencies. During March, April and May, the planning staff made numerous presentations before local councils, community groups, and agencies discussing the conclusions of the paper and providing additional information.

On 29 May 84, a public hearing was held before the Planning Committee. Approximately 50 briefs were presented at or before this hearing.

The planning staff were directed to reflect upon the submissions received and bring forward a second report.

PURPOSE

The purpose of this report is to bring forward recommendations on the conclusions reached in the Regional Development Strategy paper in light of the issues raised at the public hearing. This report does not reiterate the material provided in the discussion paper; rather it builds upon it to arrive at specific recommendations.

Accompanying this report is a separate report of the public hearing comprising four volumes. Three volumes contain copies of each brief with numbers added in the margins of the text at each point where the staff have prepared a specific response. The fourth (companion) volume contains the staff response to the points raised in the briefs - with an introductory section which discusses a number of major issues that were common to several briefs. This present report draws upon the material produced in those volumes.

The Regional Official Plan Review project has been conceived as consisting of two stages (refer to Figure 2 of the March 84 discussion paper). The first stage concerns itself with the broad question of amount and location of urban and rural growth to 2001.

The underlying principle of a two staged process is to allow certain decisions to be reached early in the review so that, in the subsequent stage, the policy options that are to be examined can be narrowed down. This should provide more structure to the review process and keep the second stage as uncluttered as possible.

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It is the purpose of this report to make recommendations where the staff are confident decisions can be made, and to defer other issues to the second stage of the Official Plan Review.

PROCESS

Also tabled with Planning Committee is a report on the public consultation process and where it should proceed from now. The original timetable has been altered from that published with the Regional Development Strategy discussion paper to provide an extra month of public review before the hearing (which was rescheduled to 29 May 83). The schedule calls for the production of staff recommendations and the distribution of these to the public for review.

The Plannigg Committee will need to decide an appropriate length of time for public review of this report. The current schedule calls for consideration of the staff recommendations by the Planning Committee at the end of July.

Following the Committee's consideration, it is possible that the recommendations of the Committee could be amalgamated with the material contained in the Regional Development Strategy discussion paper, together with a precis of the public consultation program, so that a comprehensive report may be presented to Council.

STRATEGIC DECISIONS

The issues raised in the Regional Development Strategy discussion paper appear complex since the basic parameters of urban growth (and development pattern) are highly interrelated. In trying to bring focus to these issues it is very tempting to fix on specific details. However, focussing too sharply on details at this stage may prevent effective consideration of larger structures and systems at work within the urban and rural development pattern (i.e. there is a danger of not seeing the forest for the trees).

Many of the questions and issues raised in the submissions at the 29 May public hearing related to details that need not be resolved at this first stage of the official plan review - important as they may be. For instance, a decision on the overall structure of the urban settlement pattern does not need to be held in abeyance as a result of uncertainty around the ultimate necessity or timing of particular transportation links where these are indicated as a common requirement of all optional strategies. By way of contrast, a decision on employment distribution as it affects system-wide transportation requirements is of strategic significance.

The number of strategic elements, and the decisions that need to be taken - though very important - are relatively few. This section of the report sets out major strategic issues that, once settled, would provide a good deal of structure for subsequent detailed policy formulation.

Growth Rate

The Regional Development Strategy discussion paper presented the conclusion that growth rate, per se, is not of strategic significance. This is an issue that was raised in several briefs and during public consultation following the release of the paper. And, it is an issue that has been addressed in the staff response to the briefs received at the public hearing.

The high-low range used for the official plan review exercise emerged from detailed analyses of past trends and future prospects regarding population and employment growth in Ottawa-Carleton. The population projection was discussed with the staffs of area municipalities and the National Capital Commission and a consensus emerged that the range selected was appropriate for the official plan review. It was a major task of the planning staff to select a growth range that was wide enough to accommodate reasonable futures but narrow enough to be of practical value to the planning exercise.

Nothwithstanding this, several comments have been received during the public consultation process that the "high" is unrealistically high - and not a suitable basis for the review. In response, the planning staff advise that growth rates representing both the "high" and the "low" have been experienced in the past - and in fact for the past two years growth has been running at an annual rate 20% above the high.

The strategy discussion paper also highlights the close relationship between job creation and population growth in Ottawa-Carleton, the point being that the only sure-fire way to achieve the "low" would be to discourage in-migration through a dampening of job creation. This would represent a dramatic shift in the philosophy of Regional Council.

A second point to repeat is that two thirds of the infrastructure improvements (and their costs) that are mentioned in the strategy discussion paper relate to bringing existing infrastructure up to standard or to provide for "low" growth. The cost per capita for additional infrastructure then declines as growth approaches the "high" projection.

Notwithstanding current growth rates, or infrastructure requirements, however, the basic point to make is that the Regional Plan must provide instruction as to how the high level of growth would be accommodated - should it occur.

On this basis it is recommended that:

> The Regional Development Strategy be prepared on the basis that Ottawa-Carleton could grow to between 625,000 and 725,000 persons by the turn of this century and that infrastructure be provided incrementally dependent upon the actual amount of growth which materializes through the planning period.

Household Forecast and Suburban Residential Development

The Regional Development Strategy discussion paper summarized the planning staff's research on household trends and presented "high" and "low" projections of households and urban land requirements to 2001. The conclusion presented in the paper was that, under either projection, the majority of residential growth would occur outside the Greenbelt and in the case of the "high", lands in addition to those now designated in the Regional Plan (first stage) would be required. This basic conclusion was challenged during the progress of consultation and is one of the major issues addressed in the staff response to the briefs.

The thrust of the challenge was to the effect that this conclusion pandered to urban sprawl, did not take into account changing household requirements of an aging population, and represented an inefficient use of land.

The first point to be made is that the regional staff accept the counter position that intensification of use on urban lands - both inside and outside the Greenbelt - should be pursued to its practical limits and policies should be developed within the Regional Plan to encourage this. However, a careful re-examination of the household forecast and housing potential inside the Greenbelt reaffirms the basic conclusion presented in the discussion paper that substantial development beyond the Greenbelt will be required.

The household forecast calculated the number of new households which would be created under the high and low population projections - by age cohort, and by type. Under the high projection approximately 97,000 new households will be created by 2001 - assuming the propensities to form households - by age cohort - remain constant at 1981 levels (that is, a twenty-five year old, or a forty year old, or a sixty year old person will have the same likelihood of maintaining a separate household in 2001 as they did in 1981). Although propensities have been steadily increasing, the forecast assumes that these will now remain constant at 1981 levels (note: if propensities continue to increase, more than 97,000 new households would be formed).

Of these 97,000 new households, approximately 72,000 (74%) will be "family" households, and roughly speaking - if past trends prevail - 90% of these will locate in urban areas - some 65,000 - family households. By far the majority of "family" households have, in the past, gravitated to non-apartment structures (singles, semis, multiples). As a rough indicator, in 1981 the number of urban family households was approximately 128,300 ✓ households and the urban ground-oriented housing stock was approximately 135,100 units.

The calculation of urban land requirements presented in the Regional Development Strategy discussion paper was based on producing 56,400 ground-oriented units by 2001 - as against 65,000 new "family" households. If anything, the regional forecast is based on a conservative estimate of the likely need for ground-oriented housing, and represents a substantial shift towards proportionately more families (perhaps childless couples) occupying apartment stock than traditionally has been the rule.

As at December 1983, the unit potential of all vacant lands remaining inside the Greenbelt (parcels 2 acres or greater - comprising 3,160 hectares in total) was approximately 25,000 units of which approximately 12,000 are slated for ground-oriented housing. This falls 44,000 units short of the staff's estimate of ground-oriented housing requirements under the "high" projection. Under the "low" projection the shortfall would be approximately 29,000 ground-oriented units.

In a nutshell, the staff cannot see any way that the housing requirements of "family" households can be met inside the Greenbelt unless a wholesale shift in attitudes occurs or can be effected - away from the traditional preference of families for ground-oriented housing. The staff do not believe that the Regional Plan should be predicated on the assumption that this wholesale shift will occur as little evidence has been uncovered to suggest that a fundamental change is on the horizon.

Quite apart from the main conclusion that there will be a need for further development outside the Greenbelt to meet the housing requirements of an expanding urban population, there is the issue of sprawl that was raised in several briefs. This is another issue that is discussed in the staff response to the briefs received at the 29 May 84 public hearing.

Although more intense use of all urban lands is desirable, it is a bit unfair to point a finger at Kanata, Orleans, and Barrhaven as the culprits of high land consumption. The mix of medium and high density housing in these communities is generally higher than that in small centres around Metro Toronto, certainly higher than that which existed in Nepean and Gloucester (inside the Greenbelt) as these suburban areas were developing through the sixties and early seventies and higher than in Ottawa suburban areas such as Alta Vista, Heron Park, Hunt Club, Mooney's Bay etc. Further to this, the housing "mix" assumption used in the calculation of future land requirements consists of 21% single family housing, 9% semis, 32% multiples and 38% apartments. This, then, assumes that a large proportion of family households will be accommodated in ground-oriented housing - but at higher densities than just traditional single family subdivisions.

The rapid rise in land consumption (and decrease in population density) over the past decade has not resulted from declining development densities. Overall, the urban density as measured in units per hectare has increased (from 21.7 dwellings per residential hectare in 1971 to 25.6 dwellings per hectare in 1981). What has accounted for the declining population density is a remarkable drop in household size (number of persons per unit) - across all municipalities and all structure types (from 3.4 in 1971 to 2.6 in 1981).

The bottom line to all this is that the recent rapid growth in Kanata, Orleans and Barrhaven arose in response to the expanding housing requirements of the regional population. Upon careful examination there is no reason to believe the demand will not remain in the direction of ground-oriented housing and the bulk of this demand will need to be met on lands outside the Greenbelt.

On this basis it is recommended that:

> The Regional Development Strategy be prepared on the basis that the majority of new households to 2001 will require low and medium density ground-oriented housing, the bulk of which will be accommodated on lands outside the Greenbelt.

Designation of Additional Urban Lands

As of December 1983 there were approximately 3,160 hectares of vacant urban residential lands in Ottawa-Carleton, distributed approximately as follows: Kanata 38%; Orleans 36%; Barrhaven 6%; and areas inside the Greenbelt 20%. The lands included all those approved as the "first stage" of urban development in the 1974 Regional Plan. The unit potential of these lands approximated 80,500 units in the following proportions (roughly): singles and semis - 44,900 units; multiples - 19,200 units; and apartments - 16,400 units. In rough numbers then there is potential on these lands for 64,000 "ground-oriented" units.

Under the "high" projection, approximately 40,000 new "family" households will be formed by 1991 with another 32,500 "family" households being created between 1991 and 2001. The corresponding number of "non-family" households are 14,250 to 1991 and 10,600 from 1991 to 2001. Roughly 90% of these households will locate in urban areas - if past trends prevail.

What these numbers suggest is that assuming growth occurs at the level of the "high" projection, the vacant land supply (for ground-oriented units) will be exhausted somtime between 1991 and 2001 if "family" households continue with their preference for ground-oriented units. And it can be expected that the supply would become "tight" long before that time as a result of corporate, institutional, or physical barriers to bringing on certain parcels for development. This suggests that lands in addition to those now available for residential development will be needed to ensure an orderly and competitive land market through to 2001. Further to this, the Regional Plan should not be based on arriving at 2001 with no remaining vacant land given the long lead time involved in the preparation of official plans.

The position taken in the strategy discussion paper was criticized for not considering the "redevelopment" potential of the inner area. It is the planning staff's view that although a vigorous program of redevelopment could provide additional units (i.e. not all construction need take place on vacant lands), redevelopment cannot be looked to as a solution for providing the ground-oriented units which make up a large part of the forecast. This is an issue which is discussed in the staff response to the briefs.

It can be argued that since all of the foregoing is based on the "high" projection it distorts the picture by hinting at a degree of urgency for more land that may later prove to be unwarranted. However, regardless of the actual growth that is realized in Ottawa-Carleton to 2001, the regional development strategy must provide direction as to how the housing requirements of the high projection will be met - if growth at the high level occurs.

On this basis it is recommended that:

> **The Regional Development Strategy be based on the designation of sufficient additional urban lands to meet the high growth projection to 2001.**

Location of Additional Land

In recognition of the requirement for additional urban land outside the Greenbelt (which could emerge as a critical issue in the early nineties if a high rate of growth is realized) the Regional Development Strategy discussion paper presented the conclusion that growth south of the Greenbelt was preferable to growth east or west. Two basic supporting reasons were offered.

First, at a fundamental level, there appeared to be some benefit to balancing development around the periphery of the Greenbelt so as to reduce stress in the east-west transportation axis (especially the Queensway corridor). Related to this, growth in the south would provide the impetus for a second east-west facility (such as the Inner Ring road) which could facilitate south-to-west and south-to-east movements (it would also divert a small share of the through traffic away from the Queensway).

The second reason was the relatively low cost of providing infrastructure to a growth centre south of the Greenbelt - with the proviso that the 416 freeway facility was built by the Province and the amount of growth was relatively limited (less than 40,000 additional people).

The strategy paper however did not conclude on the best location or configuration for such development - rather the conclusion was that a separate detailed study was required to examine options south of the Greenbelt between 417 in the east and the proposed 416 in the west. The paper also raised the possibility of more than one centre, pending the results of the subsequent study.

There were four basic challenges to these conclusions. First, there was the issue of whether additional lands were needed at all. This has been discussed above - the planning staff confirming their conclusion and recommending the designation of additional lands.

The second dealt with the potential impact southerly growth would have on the Queensway corridor since there is a planned connection of 416 to the Queensway (at Acres Road). The short answer is that growth south, east, or west of the Greenbelt places additional strains on east-west roadways - but a south growth option creates the least impact in this respect.

The third challenge related to the relative merits of expanding Kanata and Orleans as against providing additional lands south of the Greenbelt. This is an issue which is examined in the planning staff response to the briefs.

The basic argument for directing growth south as opposed to expanding Orleans and Kanata is to balance traffic generation around the periphery of the Greenbelt. Over time, as the communities mature, this will provide the impetus for interaction between them creating traffic that is not directed through the central core. Once the south has been brought up to a substantial size, a future planning exercise can re-evaluate each of the communities to determine the relative merits of future expansion in each location.

The fourth challenge was related to the impact of an additional growth centre on the ability of Orleans and Kanata to reach a "critical mass". It was argued that a southerly community would offer competition for jobs, delay the provision of community facilities, and spread scarce infrastructure dollars too thinly (perhaps delaying the transitways or road improvements to the east and west communities).

This is one of the major issues dealt with in the staff response to the briefs. Although the staff could not come to a definitive conclusion on this issue, it would appear that a community size of approximately 75,000 would provide the "critical mass" for virtually all facilities (with the exception of a major full-line department store) and provide a reasonable guaranty of establishing a good employment base. However, the planning and servicing of the third growth area should not be held off until Kanata and Orleans reach 75,000 since the supply of low and medium density lands would be virtually exhausted by then.

Although it may not be appropriate to hold off the south until a population of 75,000 is reached in both Orleans and Kanata, it may be possible to select an appropriate "trigger" for the release of the southerly growth area. This is an issue which could be explored in the second stage of the official plan review. The "trigger" might consist of several factors including the population size and population/employment ratio of Orleans and Kanata and the remaining supply of low density residential land.

It is therefore recommended that:

> **The Regional Development Strategy be based on the premise that a major growth centre (or centres) will be developed south of the Greenbelt; the future location, configuration, and the timing of its (their) release to be the subject of further study.**

Transit Priority

There was no strong challenge to the position taken in the Regional Development Strategy discussion paper that continuing emphasis should be placed on public transit. By way of contrast there were numerous briefs in opposition to specific roadway improvements. The discussion paper highlights the achievements to date in attracting transit ridership and proposes that the current modal split guidelines as contained in the 1974 Regional Plan (the proportion of trips made by transit) be raised - in most instances.

The benefits of achieving higher modal split are increased operational efficiency of the transit system, the potential for improving off-peak level of service, and a reduction in new roadway requirements.

As yet to be worked out are the specific policies that will ensure increased modal split. What has been raised in several briefs is the importance of advancing the rapid transit program such that the transitways are extended to the Orleans and Kanata town centres at an early date. To achieve this would require a reshuffling of the transitway construction schedule. Although the staff are not yet sufficiently prepared to make a specific recommendation on changes to the transitway program, it is recommended that:

> **The Regional Development Strategy be based in general on achieving, or surpassing, the modal split guidelines contained in the 1974 Regional Plan.**

Employment Decentralization

The Regional Development Strategy discussion paper takes the position that employment growth in the central area should be limited to the capacity of the transportation network and that there would be advantages to encouraging new employment to locate in suburban centres along the transitways and in the town centres of the urban communities outside the Greenbelt. The advantages of this distribution are: to reduce new roadway construction within inner urban neighbourhoods and the central area; and to promote transit usage (which in turn improves the operational efficiency of the transit system and further reduces roadway requirements).

Several submissions before the May 29th public hearing and comments received during the consultation process probed the soundness of this strategy, and in general, three different opinions emerged.

First, there was the position put forward that the ceiling on central area employment should be removed - or raised. And here it is important to emphasize that the existing Regional Plan does not set a specific numerical limit on central area employment - although 100,000 employees was given as an illustration. The point made in the Plan is that the central area would decline in its share of total employment and should not be allowed to produce peak hour traffic volumes that would exceed the capacity of the transportation system. Currently central area employment is approximately 70,000.

The staff of the Transportation Department advise that based on the recent testing exercise 100,000 to 110,000 employees can be accommodated in the central area. However, this is on the basis that peak hour modal split on the Rideau Canal screenline can be raised from its current 38% to 50% (and the CPR screenline from 44% to 50%) and it may require the Queensway collector/distributor system to be constructed. This also assumes that all of the roads feeding the bridges across the canal and railway tracks can match the capacity of the bridges making up the screenline capacity. It also assumes that the full capacity of all of the bridges is available at the same time. The bottom line here is that 100,000+ employees is still theoretically achievable - assuming modal split can be raised and the Queensway distributor collector systems is built - but this will result in pushing the capacity of the transit and road system to its limit.

On the other side of the coin, there are ways to increase the employment capacity of the central area that do not require additional transportation capacity. The first of these is to increase the size of the employed labour force living within the central area (i.e. persons able to walk or cycle to work). In this regard, the tests run by the Transportation Department (on which the 100,000+ employee limit was confirmed) included a net increase of 2,275 dwelling units (3,200 people) in the central area. This represents an 85% increase in dwelling units (and approximately 80% increase in population), and can be compared to the 1976-81 experience which saw an increase of 450 dwelling units in the central area. The point here is that the 100,000+ limit already assumes a fair increase in central area residential units and substantial additions to this would be required in order to increase the employment limit of the central area.

Another avenue available for increasing employment levels is to shift away from office employment towards retail or other employment that does not share the same work-day cycle (i.e. does not contribute to the morning and evening peak hour traffic volumes).

The bottom line appears to be that a ceiling of 100,000+ employees is theoretically achievable in the central area but considerable effort will be needed in one or more of several directions before that limit can become a practical reality (increased modal split, new Queenway collector/ distributor system, more residential development, shift in employment type).

In contrast to the above, a completely opposite opinion was expressed in several briefs to the effect that the level of employment growth in the central area should be controlled (i.e. by way of Regional Plan policy) to encourage employment growth in the urban communities outside the Greenbelt (i.e. lower the central area employment ceiling).

The benefits of a strong employment base in these communities were highlighted in the Regional Development Strategy discussion paper. With a strong employment base outside the Greenbelt, the traffic volume in the peak direction during rush hour is reduced - thereby minimizing roadway requirements through (and inside) the Greenbelt. For instance, a population of 100,000 could be supported in Orleans with very little requirement for additional road capacity if an employment level of 35,000 jobs is achieved (and the new modal split guidelines were obtained).

In a nutshell, there are increasing problems to be overcome as employment levels are raised inside the central area, and decreasing problems as employment levels are raised in the urban communities outside the Greenbelt.

There was a third opinion expressed regarding employment distribution and this challenged the conclusion reached in the Regional Development Strategy discussion paper that employment growth outside the central area should be focussed on selected nodes along the transitways.

The view was held in several briefs that a policy of focussing employment growth on transitway stations should not be pursued to the exclusion of other important employment areas outside the central area - presently or potentially well served by transit but not on the transitway.

The staff agree that there may be limited potential at certain transitway stations for developing a substantial employment node and that there are other employment areas not along the transitways that can, or should, be served by a high level of transit service. However some, though not exclusive, emphasis should be given to concentrating employment at nodes along the transitway where practical, with the town centres of Orleans and Kanata being critical nodes.

It is therefore recommended that:

> The Regional Development Strategy be based on shifting the emphasis of employment growth away from the Central Area to other employment centres - with special emphasis on selected nodes along the transitway and the urban communities outside the Greenbelt.

Infrastructure Program

A substantial portion of the Regional Development Strategy discussion paper deals with the regional infrastructure that will be required to 2001 (sewer, water, roads and transitways). In this regard, there were three basic questions raised in the briefs and during the public consultation process relating to infrastructure.

The first, was a questioning of the need for basing the development strategy on a phasing out of the Watts Creek sewage treatment plan - and redirecting all sewage flows to the Green Creek Pollution Control Centre.

Staff of the Works Department advise that the expansion potential of the Watts Creek plant is limited. The original west plant could be reopened at a cost of $1.5M and the existing plant could be twinned at a cost of $9.0M. However, taken together this would only handle the flow from a population of approximately 60,000 persons. Since the plant takes flows from Kanata, Stittsville, Richmond and the west part of Nepean, this does not provide for much growth. And then, having spent the money to expand the Watts Creek Plant, connection through to Green's Creek would be required to provide for additional growth in the west (i.e. by extending the Lynwood collector).

The second concern related to advancing the construction of the western and eastern transitways to Kanata or Orleans. It was argued that this would help relieve congestion on the roadways (especially in the east) and provide impetus to employment growth in the urban communities.

This issue was touched upon earlier in this report. Staff are not prepared at this time to recommend changes to the current transitway development schedule but it is an issue which can be resolved during the second stage of the official plan review.

The third issue which provoked strong reaction from several community groups related to specific roadways. Questions were raised as to the necessity and timing of new roadway facilities (eg. Britannia Arterial, Vanier Parkway extension) or widenings (eg. Fisher Avenue).

The report of the Transportation Department entitled Transportation Component of the Regional Development Strategy presented two basic lists of possible improvements to the transportation system. The first list (consisting of Tables 4 and 5 at pages 23 to 25 in that report) gave the transitway construction elements and roadway improvements needed to bring existing conditions up to standard. In total this list consisted of $200M worth of transitway projects and $155M of roadway projects.

It should be pointed out that this list, common to all options tested and not dependent on growth level, includes a number of high profile projects which can be expected to generate considerable public debate (eg. extension of Vanier Parkway, reconstruction of Prince of Wales Drive, widening of Walkley Road, widening of Hunt Club Road, widening of Fisher Avenue, the transitway construction program etc).

The important consideration for this stage in the official plan review is that decisions on the regional development strategy should not be held in abeyance on the basis of debate over road works which are not dependent upon which strategy is chosen.

The second list consists of the roadway and transitway elements that are required as a result of growth. These are presented in Table 4 (transit) and Table 6 (roads) of the Transportation Department's report. With respect to the transitways, the only difference between all "high" options is the possible need for a transitway to the south for those options based on a south urban community (H7 and H8).

With respect to roads the majority of new roads are common to all "high" options - that is they will be needed wherever growth is located. This includes such items as the Blackburn Hamlet Bypass, the Preston/Chaudière connection, Hunt Club Road extension to 417 etc. The new roads dependent on the location of growth (as opposed to amount) include the Britannia Arterial - only to the extent of whether a 2 or 4 lane facility is indicated, a widening of the Fenbank-Richmond connection (once built), the Ottawa River Parkway East, the widening of Regional Road 248, and a Walkley - Hunt Club link. Taken together, these five projects are the total difference between all the "high" options with respect to potential new roadway requirements.

Further, of these five projects, the direction that the regional development strategy discussion paper was leaning towards is an option that shows no requirements for any of these five road projects (discussed below under evaluation of options).

The bottom line is that the majority of transit and road projects are either not related to growth or are common to all the "high" options tested. The necessity and timing of all these projects can be firmed up in the second stage of the official plan review (when the road schedules to the Regional Plan are reviewed in detail).

On this basis it is recommended that:

> Decisions on the Regional Development Strategy not be held in abeyance pending a review of the necessity or timing of individual infrastructure elements, but that these be reviewed in detail in the second stage of the official plan review.

Urban Settlement Pattern - Evaluation of Options

As part of the official plan review research leading up to the publication of the Regional Development Strategy discussion paper various optional distributions of population and employment growth were postulated. These so-called "options" were presented in a document entitled Options for Future Growth Ottawa-Carleton, 1981-2001 published in April of 1983. These options were used as the basis for road and transit analyses undertaken by staff under the aegis of an ACPAT subcommitte with representatives from RMOC, NCC, the Ministry of Transportation and Communications (Toronto and Kingston) and the Ministry of Municipal Affairs and Housing (Toronto and Ottawa). The options were also given to the Works Department as the basis for preparing cost estimates of the infrastructure (sewer and water) that would be required to accommodate each option.

It was not the purpose of the options' analyses to "pick" a single winner - but to determine the effect of such things as centralized vs decentralized employment; three population centres outside the Greenbelt vs two etc. And, the conclusions presented in the strategy paper were not based on a single option, but an amalgamation of the advantages of several. In the context of the discussive format of the strategy paper, the details of the evaluation were not presented in preference to highlighting the main conclusions from the exercise.

The strategy discussion paper was criticized for not presenting the results of the options evaluation. Accordingly, a profile of each option, a description of the evaluation measures, and the evaluation results are herein produced as Annex 1 to this report.

From the long list of evaluation measures several key items were highlighted in the strategy report. First was future roadway capacity deficiencies. The measure was used to illustrate the importance of decentralizing employment on reducing the requirements for new roads. The option labelled H8 (in Annex 1) emphasized job growth outside the central area but inside the Greenbelt. Option H6 placed emphasis on achieving the 1974 Regional Plan expectations of 35,000 jobs in Orleans and Kanata. Both H8 and H6 result in an overall reduction in roadway requirements over options with a more centralized employment base - with H6 having the most effect.

The converse of this question was also tested. Options H1 and H4 both assume a relatively large employment base within the central area - the difference being the location of population growth. Option H1 retains approximately 50% of new growth inside the Greenbelt, H4 emphasizes growth in Kanata, Orleans, and Barrhaven. With respect to roadway requirements, H1 is superior to H4 in that the amount of new road projects is reduced. However, the planning staff cannot support H1 since the majority of future residential growth must take place outside the Greenbelt if the requirements for low and medium density housing units are to be met (as explained earlier in this report).

Related to road and transitway improvements are the costs attached to each. The strategy paper highlighted infrastructure costs as another key evaluation measure and underlined the benefits of higher modal split and employment decentralization on reducing roadway costs.

The strategy paper did not highlight other evaluative measures since they show very little meaningful difference between options. There is no clear winner with respect to "transportation performance" measures, nor is there a measureable difference in the overall degree of community impact implied by each option - other than that which is represented by the cost of infrastructure to service the option.

This reliance on costs was criticized in several briefs but it is the staff position that there is no practical way to determine with any degree of confidence the relative degree of community impact implied by each option other than the overall magnitude (cost) of the infrastructure program associated with them and the number of new dwelling units that would have to be absorbed by existing neighbourhoods.

This is, of course, of little comfort to individual community groups that may be impacted by a particular roadway project. But the basic point remains, there is no reliable way to compare the community impact of a Britannia Arterial as against a Vanier Parkway extension, as against a widening of Fisher Avenue, as against the construction of the transitway through Westboro etc unless extremely detailed designs were prepared for each project. This is not practical for the purpose of an official plan review.

The strategy discussion paper simply concludes that, in recognition that all projects impact somebody's backyard, the less overall construction required (i.e. the less disruption), the better the option is from that perspective. Cost is used as a surrogate measure of disruption.

The conclusions reached in the strategy paper, and as confirmed by the evaluation results are as follows:

- the Regional Development Strategy should be based on providing direction as to how to accommodate the "high" level of growth (i.e. the "L1" option cannot be supported);
- although the intensification of use on urban lands is supported, the majority of residential growth will need to occur outside the Greenbelt (i.e. since growth inside the Greenbelt will not occur to the level represented by the "H1" option it cannot be supported as a realistic alternative);
- the benefit of decentralizing employment is confirmed. This includes the encouragement of employment growth in areas outside the central area but inside the Greenbelt ("H8" option) and in the urban communities outside the Greenbelt (the "H6" option).

The relative benefit of designating additional lands south of the Greenbelt as opposed to expanding Orleans and Kanata beyond 100,000 was not tested directly (i.e. community sizes beyond 100,000 were not tested for Kanata and Orleans). However, community sizes of up to 60,000 were tested in the south (in Nepean). The basis for the recommendation to designate additional land in the south as against expansion of Kanata and Orleans is given above.

It is recommended that:

> The Regional Development Strategy be based on an urban settlement pattern that recognises the need for continued growth outside the Greenbelt, directs some of that growth south of the Greenbelt to balance transportation flows around the periphery of the Greenbelt, and encourages future employment growth to occur outside the central area.

Protection of Natural Resources

The Regional Development Strategy disucssion paper put forward the conclusion that, in large part, agricultural resources had been preserved and that further rural growth could be permitted if firm policies were established to protect the rural resource base (including agricultural, mineral and environmental resource lands).

There was some criticism raised in the briefs of the actual track record of agricultural land protection in Ottawa-Carleton and several comments were made in support of further protection through the control of rural growth and the designation of agricultural zones.

The development of rural policies, which is the subject of a separate but related part of the official plan review, and the development of agricultural resource policies which is now underway, will provide the mechanism for addressing most of the rural issues related to agricultural lands.

With respect to mineral resource lands and environmental resource lands, these have been the subject of major planning studies in recent years resulting in amendments to the Regional Plan. Accordingly, they will not be addressed during the current official plan review.

As a strategic matter, what is important is to reconfirm the protective stance taken towards resource lands. It is therefore recommended that:

> The Regional Development Strategy be based on the continued protection of agricultural, mineral and environmental resources and that the preparation of rural development policies during a subsequent phase of the official plan review, recognize the primary importance of these resources.

Villages and the Extension of Urban Services

The future of various villages (eg. Stittsville, Notre Dame des Champs, Manotick) was raised in several briefs. There were comments by those in favour of restricting growth, and from those wishing to expand growth in villages.

The position taken in the Regional Plan is that village growth is largely a local planning issue. The Regional Development Strategy discussion paper, however, did highlight a growing distinction between the region's villages - based on their proximity to the urban area and the extension of piped services (sewer and water).

Although the planning for villages is still judged to be largely a local matter it is the staff's view that the extension of piped services to a village on the boundary of the urban area is of regional concern and that this signals the ultimate conversion of the village from a rural community to one of a principally urban character.

The regional concerns relate to the orderly and efficient provision of piped services and the possible impact these mini-urban centres may have on the development of other urban areas within the region. It is therefore appropriate that the decision to service such areas be a matter for Regional Council to address through its plan, and once recognized as a serviced village, these communities should be subject to the same Regional Plan policies that guide urban growth.

It is therefore recommended that:

> The Regional Development Strategy be based on the recognition that serviced villages in close proximity to the urban area are a Regional concern and that these communities be subject to the urban development policies of the Regional Plan.

Rural Growth

As mentioned earlier, rural development policies are the subject of a separate, but related, study within the overall official plan review exercise. The rural part of the official plan policy work is well advanced and has been the subject of numerous discussions and presentations to rural Councils and planning staff.

What has been isolated for specific attention at the "strategy stage" to this point in this present report are the questions of the impact of rural growth on the resource base and the future of certain villages lying in close proximity to the urban area.

One final strategic issue remains. This relates to the overall amount (or rate) of rural growth per se. Is it of strategic significance?

Over the past decade the rate of rural growth has fluctuated (as has the urban rate) but in rough numbers the proportion of rural to urban population has held at 1:10. The staff take the position that this ratio should be adopted, in principle, as an overall upper limit on rural growth. The 1974 Regional Plan takes the position that some amount of rural growth should be permitted for the residential accommodation of of those employed in rural economic activities, and to provide in some degree for alternative lifestyles. An overwhelming amount of growth would interfere with both. Several of the briefs presented at the public hearing touched upon the preservation of rural communities and the inability of these communities to absorb large amounts of growth while still retaining their rural flavour and values.

With large amounts of growth in the rural area there would also be a growing problem of providing services to this population and this form of dispersed settlement pattern would lead to an overall increase in the rate of land consumption.

Therefore it is recommended that:

> The Regional Development Strategy be based on the principle that overall growth in the rural areas of the region will not exceed ten percent of total regional growth.

Summary of Recommendations

This report has attempted to respond to many of the issues raised in the submissions to the 29 May 84 public hearing concerning the Regional Development Strategy discussion paper and bring focus to the issues by advancing a series of recommendations for the consideration of Planning Committee. A decision on these issues will enable staff to finalize the strategy stage. Future work can then concentrate on the second stage of the official plan review which will result in policy development.

In summary, the staff recommendations are as follows:

1. The Regional Development Strategy be prepared on the basis that Ottawa-Carleton could grow to between 625,000 and 725,000 persons by the turn of this century and that infrastructure be provided incrementally dependent upon the actual amount of growth which materializes through the planning period.
2. The Regional Development Strategy be prepared on the basis that the majority of new households to 2001 will require low and medium density ground-oriented housing, the bulk of which will be accommodated on lands outside the Greenbelt.
3. The Regional Development Strategy be based on the designation of sufficient additional urban lands to meet the high growth projection to 2001.
4. The Regional Development Strategy be based on the premise that a major growth centre (or centres) will be developed south of the Greenbelt; the future location, configuration, and the timing of its (their) release to be the subject of further study.
5. The Regional Development Strategy be based in general on achieving, or surpassing, the modal split guidelines contained in the 1974 Regional Plan.
6. The Regional Development Strategy be based on shifting the emphasis of employment growth away from the Central Area to other employment centres - with special emphasis on selected nodes along the transitway and the urban communities outside the Greenbelt.
7. Decisions on the Regional Development Strategy not be held in abeyance pending a review of the necessity or timing of individual infrastructure elements, but that these be reviewed in detail in the second stage of the official plan review.

8. The Regional Development Strategy be based on an urban settlement pattern that recognizes the need for continued growth outside the Greenbelt, directs some of that growth south of the Greenbelt to balance transportation flows around the periphery of the Greenbelt, and encourages future employment growth to occur outside the central area.

9. The Regional Development Strategy be based on the continued protection of agricultural, mineral and environmental resources and that the preparation of rural development policies during a subsequent phase of the official plan review, recognize the primary importance of these resources.

10. The Regional Development Strategy be based on the recognition that serviced villages in close proximity to the urban area are a Regional concern and that these communities be subject to the urban development policies of the Regional Plan.

11. The Regional Development Strategy be based on the principle that overall growth in the rural areas of the region will not exceed ten percent of total regional growth.

J.M. Wright
Planning Commissioner

EVALUATION OF OPTIONS

(Annex 1 to 26 June 84 Report to Planning Committee
on the Regional Development Strategy:
Conclusions and Recommendations)

Introduction

Several of the briefs submitted to the 29 May 84 public hearing indicated that a major weakness of the Regional Development Strategy discussion paper was that it did not provide the details of the evaluation exercise (i.e. the evaluation of the various "OPTIONS", discussed in a previous report entitled: Options for Future Growth, Ottawa-Carleton, 1981-2001, April 1983.

The "Options" report (op. cit.) presented 15 specific possible allocations of population and employment levels. Nine of these were based on the same "high" projections (i.e. same regional totals) and six of these were based on the same "low" projections (i.e. same regional totals).

Of the 15 options, six were eventually selected for detailed testing and evaluation; five of which were various "high" options, and one which was a "low". (It was found that any given "low" at 2001 approximated its companion "high" forecast at 1991 - eg. L1 at 2001 was very similar to H1 at 1991).

The selected options were subject to transportation analyses and impact analyses under the aegis of an ACPAT subcommittee - the evaluation measures were developed and executed by the TRANS study team. These groups consist of representatives from the staffs of the RMOC Planning and Transportation Departments, CRO and the NCC - and in the case of ACPAT, there are representatives from MTC and MMAH as well. The cost estimates for the requisite infrastructure were developed by the region's Transportation and Works Departments.

Evaluation of broad brush options is a most difficult task since it is the impact of the option on the entire urban system - in the aggregate - that has to be measured. Unlike a route selection study that can evaluate specific road alignments within a chosen corridor in detail, the options evaluation for the Official Plan Review is much more of a "systems" analysis.

This Annex sets out the basic data related to the evaluation exercise, consisting of a brief written description of the six options that were selected for testing; a presentation of the numerical characteristics of these options (population, dwelling units and employment); followed by the evaluation measures and results; and finally, some definitions for a few of the most complex evaluation measures.

It is important to reiterate the position taken in Regional Development Strategy discussion paper. The object of testing particular Options was not to select a "winner". Rather, the testing and evaluation indicated directions (such as employment decentralization) that have benefit across the entire urban system. In this sense, several options had particular strengths - for example the concentration of dwelling units inside the Greenbelt is of benefit (to the extent it can be achieved), the decentralization of employment growth to the urban communities outside the Greenbelt is of benefit (to the extent it can be achieved), and increased transit ridership is of benefit (to the extent it can be achieved).

The bottom line is there is no clear "winner" among the options. The final development strategy should, to the extent possible, draw upon the strengths of them all.

DESCRIPTION OF OPTIONS

Six OPTIONS were selected as representative of the range of population and employment distributions which could occur by the turn of the century in the Ottawa-Carleton region.

Five OPTIONS describe the upper end of the projection spectrum and are identified by the letter "H". The variation between OPTIONS represents alternative ways of spatially distributing the projected increase between 1981 and 2001 of 176,000 persons, 90,000 dwellings and 190,000 jobs.

One OPTION identified by the letter "L" captures the lower end of the projection spectrum. This OPTION offers one alternative of spatially distributing the projected increase of 76,000 persons, 55,000 dwellings and 59,000 jobs associated with the low projection assumptions.

H1, is characterized by a large population concentrated inside of the inner limits of the greenbelt (491,000 persons) in conjunction with a large concentration of employment in the Central area of the City of Ottawa (110,000 jobs). [The Central area is bounded by Bronson, Gloucester, Laurier east of the canal, King Edward, St. Patrick and the Ottawa River].

H4, is characterized by a large population in the east (Orleans) and west (Kanata) urban communities (100,000 in each), in combination with centralized employment concentrated in the Central area of the City of Ottawa (110,000 jobs).

H6, is characterized by a large population in the east (Orleans) and west (Kanata) urban communities (100,000 each) combined with large employment (35,000 jobs) in these communities.

H7, is characterized by significant growth in the south urban community, in this case in South Nepean (62,000 persons), combined with centralized employment, concentrated in the Central area of the City of Ottawa (110,000 jobs).

H8, is characterized by significant growth in the south urban community, in South Nepean (62,000 persons), combined with decentralized employment growth within the inner limits of the Greenbelt but outside the Greater Central area of the City of Ottawa. [The Greater Central area is bounded by Bronson, Queensway, Rideau River and the Ottawa River].

L1, is characterized by a much smaller overall level of growth. Almost half of the increase in dwellings is located inside the inner limits of the Greenbelt. This population and dwelling distribution is combined with centralized employment, concentrated in the Central Area of the City of Ottawa [i.e. this OPTION is similar to the H1 OPTION, except that it is based on a lower level of projected population, dwellings and employment].

CHARACTERISTICS OF OPTIONS

MEASURE	BASE YEAR 1981	OPTION (YEAR 2001)					
		L1/L	H1/H	H4/H	H6/H	H7/H	H8/
POPULATION, DWELLINGS AND EMPLOYMENT CHARACTERISTICS							
I. POPULATION R.M.O.C. TOTAL	546,900	623,595	725,595	729,124	729,124	727,015	727,
TOTAL INSIDE THE GREENBELT	443,100	452,470	490,930	451,012	451,012	451,012	451,
• CENTRAL AREA	4,203	6,812	7,419	7,545	7,545	7,545	7,
• GREATER CENTRAL AREA	44,003	44,694	45,590	45,107	45,107	45,107	45,
TOTAL OUTSIDE THE GREENBELT	103,800	170,740	234,665	278,112	278,112	199,453	199,
• EAST URBAN COMMUNITY	23,300	51,935	68,706	96,100	96,100	76,550	76,
• WEST URBAN COMMUNITY	18,500	41,530	73,117	96,998	96,998	76,565	76,
• SOUTH URBAN COMMUNITY	8,700	17,218	21,563	22,001	22,001	62,000	62,
• RURAL	53,300	60,057	71,279	63,013	63,013	60,885	60,
II. DWELLINGS (TOTAL)	201,553	256,248	291,929	291,123	291,123	290,489	290,
TOTAL INSIDE THE GREENBELT	170,338	197,863	211,893	195,038	195,038	195,053	195
• CENTRAL AREA	2,644	4,436	4,917	4,909	4,909	4,090	4,
• GREATER CENTRAL AREA	23,874	26,337	26,792	26,544	26,544	26,544	26,
TOTAL OUTSIDE THE GREENBELT	31,215	58,385	80,036	96,085	96,085	95,436	95,
• EAST URBAN COMMUNITY	6,624	17,602	23,339	32,065	32,065	25,740	25,
• WEST URBAN COMMUNITY	5,320	13,845	24,698	34,975	28,175	28,175	28,
• SOUTH URBAN COMMUNITY	2,653	5,893	7,387	7,327	7,327	19,795	19,
• RURAL	16,618	21,045	24,621	21,718	21,718	21,726	21,
TOTAL UNITS ADDED BY 2001	-	54,659	90,376	89,570	89,570	88,936	88,
• TOTAL ADDED INSIDE GREENBELT	-	27,525	41,555	24,700	24,700	24,715	24,
• TOTAL ADDED OUTSIDE GREENBELT	-	27,170	48,821	64,870	64,870	64,221	64,
TOTAL GROUND-ORIENTED UNITS	128,872	166,982	190,617	193,491	193,491	192,865	192,
TOTAL INSIDE THE GREENBELT	97,984	111,751	115,704	108,134	108,134	108,134	108,
• CENTRAL AREA	300	300	302	300	300	300	
• GREATER CENTRAL AREA	4,758	4,799	5,000	4,758	4,758	4,758	4,
TOTAL OUTSIDE THE GREENBELT	30,808	55,231	74,913	85,357	85,357	84,731	84,
• EAST URBAN COMMUNITY	6,584	16,062	21,429	29,680	29,680	23,590	23,
• WEST URBAN COMMUNITY	5,238	13,093	22,716	27,409	27,409	21,025	21,
• SOUTH URBAN COMMUNITY	2,653	5,263	6,502	6,855	6,855	18,695	1
• RURAL	16,413	20,813	24,266	21,413	21,413	21,421	2
TOTAL GROUND-ORIENTED UNITS ADDED BY 2001	-	38,110	61,745	64,619	64,619	63,993	63,
• TOTAL ADDED INSIDE GREENBELT	-	13,767	17,720	10,150	10,150	10,150	10,
• TOTAL ADDED OUTSIDE GREENBELT	-	24,343	44,025	54,469	54,469	53,843	53,
TOTAL NON GROUND-ORIENTED UNITS	72,681	89,266	101,321	97,632	97,632	97,624	97,
TOTAL INSIDE THE GREENBELT	72,354	86,112	96,189	86,904	86,904	86,919	86,
• CENTRAL AREA	2,344	4,136	4,615	4,609	4,609	4,609	4.
• GREATER CENTRAL AREA	19,116	21,538	21,792	21,786	21,786	21,786	21,

CHARACTERISTICS OF OPTIONS (cont'd)

MEASURE	BASE YEAR 1981	OPTION (YEAR 2001)					
		L1/L	H1/H	H4/H	H6/H	H7/H	H8/H
POPULATION, DWELLINGS AND EMPLOYMENT CHARACTERISTICS							
II. DWELLINGS (TOTAL) (cont'd)							
TOTAL OUTSIDE THE GREENBELT	327	3,154	5,132	10,728	10,728	10,705	10,705
. EAST URBAN COMMUNITY	40	1,540	1,910	2,385	2,385	2,150	2,150
. WEST URBAN COMMUNITY	82	752	1,982	7,566	7,566	7,150	7,150
. SOUTH URBAN COMMUNITY	-	630	885	472	472	1,100	1,100
. RURAL	205	232	355	305	305	305	305
TOTAL NON GROUND-ORIENTED UNITS ADDED BY 2001	-	16,585	28,640	24,951	24,951	24,943	24,943
. TOTAL ADDED INSIDE GREENBELT	-	13,758	23,835	14,550	14,550	14,565	14,565
. TOTAL ADDED OUTSIDE GREENBELT	-	2,827	4,805	10,401	10,401	10,378	10,378
I. EMPLOYMENT							
TOTAL (RMOC)	293,700	353,000	443,000	443,000	442,960	443,310	443,000
. TOTAL INSIDE GREENBELT	272,400	322,000	393,800	387,870	350,660	389,110	390,690
. CENTRAL AREA	68,883	88,000	110,000	110,000	93,310	110,000	88,000
. GREATER CENTRAL AREA	102,600	126,000	150,000	150,000	134,960	150,000	126,000
TOTAL OUTSIDE GREENBELT	21,300	31,000	49,200	55,130	92,300	54,200	52,310
. EAST URBAN COMMUNITY	2,300	5,000	8,000	11,000	35,000	10,000	10,000
. WEST URBAN COMMUNITY	7,200	13,000	20,000	23,000	35,000	21,000	21,000
. SOUTH URBAN COMMUNITY	500	1,000	6,000	6,000	7,300	9,000	9,000
. RURAL	11,300	12,000	15,200	15,130	15,000	14,200	12,310

OPTIONS EVALUATION MEASURES

MEASURE	BASE YEAR 1981	OPTION (YEAR 2001)					
		L1/L	H1/H	H4/H	H6/H	H7/H	H8/H
TRANSPORTATION SYSTEM PERFORMANCE MEASURES							
I. AVERAGE WEEKDAY TRIP LENGTH DISTRIBUTION							
• P.M. PEAK HOUR AUTO - MINUTES	23.1	22.7	23.4	23.7	23.7	23.7	23.
• P.M. PEAK HOUR AUTO - KILOMETRES	9.7	10.4	10.8	11.0	10.9	11.1	11
• P.M. PEAK HOUR TRANSIT - MINUTES	31.9	31.8	32.4	32.9	32.6	32.5	33
• P.M. PEAK HOUR TRANSIT - KILOMETRES	7.4	8.0	8.3	8.8	8.5	8.5	8
• 24 HOUR AUTO - MINUTES	20.6	20.3	20.9	21.2	21.1	21.2	21.
• 24 HOUR AUTO-KILOMETRES	8.7	9.3	9.6	9.8	9.7	9.9	9.
II. TOTAL ANNUAL WEEKDAY VEHICLE HOURS OF TRAVEL (MILLIONS OF VEHICLE HOURS)							
• P.M. PEAK HOUR AUTO	8.5	10.5	12.6	12.8	13.0	12.9	12.
P.M. PEAK HOUR TRANSIT	0.1	0.2	0.2	0.2	0.2	0.2	0.
• 24 HOUR AUTO	111	134	159	161	161	161	1
III. TOTAL ANNUAL WEEKDAY VEHICLE KILOMETRES OF TRAVEL (MILLIONS OF VEHICLE-KILOMETRES)							
• P.M. PEAK HOUR AUTO	215	290	349	357	358	362	3
• P.M. PEAK HOUR TRANSIT	2.0	2.6	3.0	3.2	2.9	2.9	3
• 24 HOUR AUTO	2,820	3,702	4,401	4,498	4,453	4,520	4,5
IV. TOTAL ANNUAL WEEKDAY FUEL CONSUMPTION (MILLIONS OF LITRES)							
• P.M. PEAK HOUR AUTO	41	53	64	65	65	66	
• P.M. PEAK HOUR TRANSIT	3.3	4.3	5.0	5.3	5.0	4.9	5
V. TOTAL ANNUAL WEEKDAY AIR POLLUTANT EMISSIONS (THOUSANDS OF TONNES)							
• CARBON MONOXIDE EMISSIONS IN P.M. PEAK HOUR	10.0	12.7	15.3	15.6	15.7	15.7	15
• CARBON MONOXIDE EMISSIONS - 24 HOUR BASIS	130	162	192	196	195	196	1
• HYDRO CARBON EMISSIONS IN IN P.M. PEAK HOUR	0.6	0.8	0.9	0.9	0.9	0.9	0
• HYDRO CARBON EMISSIONS - 24 HOUR BASIS	7.7	9.7	11.5	11.7	11.6	11.7	11
VI. P.M. PEAK HOUR MODAL SPLIT							
• TOTAL P.M. PEAK HOUR TRANSIT TRIPS	51,500	62,500	69,200	69,400	67,700	67,000	67,0
• OVERALL P.M. PEAK HOUR MODAL SPLIT (%)	30	30	30	30	30	30	
TOTAL P.M. PEAK HOUR MODAL SPLIT (%) BY TRIP PURPOSE							
• HOME-BASED WORK TRIPS	36	37	37	37	37	37	
• HOME-BASED OTHER TRIPS	25	26	25	25	25	25	
• NON HOME-BASED TRIPS	6	6	6	6	6	6	

3.2

OPTIONS EVALUATION MEASURES

MEASURE	BASE YEAR 1981	OPTION (YEAR 2001)					
		L1/L	H1/H	H4/H	H6/H	H7/H	H8/H
A. TRANSPORTATION SYSTEM PERFORMANCE MEASURES (cont'd)							
VI. P.M. PEAK HOUR MODAL SPLIT(cont'd)							
P.M. PEAK HOUR OUTBOUND MODAL SPLIT BY SCREENLINE (%)							
. RIDEAU RIVER NORTH	25	25	25	25	25	25	25
. RIDEAU RIVER CENTRAL	36	37	37	37	37	37	38
. RIDEAU RIVER SOUTH	14	14	14	14	14	17	15
. RIDEAU CANAL	38	39	39	39	38	38	38
. EAGLESON SIDE ROAD	13	21	25	30	27	28	26
. WESTERN PARKWAY/WOODROFFE	27	27	28	28	27	28	27
CPR	44	45	44	45	44	44	45
GREEN CREEK	26	29	29	31	28	39	29
. CNR WEST	23	23	23	23	23	25	25
. FALLOWFIELD	12	15	15	15	17	16	17
. CNR EAST-WALKLEY ROAD	18	21	21	21	23	23	23
. LEITRIM-RAMSAYVILLE	0	0	0	0	0	0	0
. OTTAWA RIVER	22	22	22	22	22	22	22
VII. TRANSIT EFFICIENCY		NOT RESOLVED					
VIII. ACCESSIBILITY		RANKED APPROXIMATELY EQUAL					
IX. P.M. PEAK HOUR AUTO VEHICLE VOLUME TO CAPACITY RATIO BY SCREENLINE							
. RIDEAU RIVER NORTH	0.42	0.63	0.67	0.65	0.63	0.60	0.60
. RIDEAU RIVER CENTRAL	0.86	0.93	1.03	1.03	0.96	0.98	0.96
. RIDEAU RIVER SOUTH	0.90	0.68	0.82	0.80	0.75	0.89	0.96
. RIDEAU CANAL	0.85	0.94	1.06	1.03	0.94	1.04	0.94
. EAGLESON SIDE ROAD	0.60	0.64	0.87	0.99	0.87	0.87	0.90
. WESTERN PARKWAY/WOODROFFE	0.89	1.17	1.40	1.44	1.37	1.37	1.35
. CPR	0.74	0.80	0.91	0.92	0.89	0.96	0.89
. GREEN CREEK	0.64	1.10	1.35	1.62	1.17	1.38	1.40
. CNR WEST	0.73	0.64	0.69	0.65	0.62	0.91	0.78
. FALLOWFIELD	0.38	0.41	0.46	0.45	0.42	0.89	0.72
. CNR EAST-WALKLEY ROAD	0.50	0.78	0.94	0.72	0.70	0.84	0.80
LEITRIM-RAMSAYVILLE	0.21	0.27	0.30	0.28	0.27	0.28	0.28
OTTAWA RIVER	0.64	0.71	0.88	0.88	0.88	0.88	0.88

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OPTIONS EVALUATION MEASURES

MEASURE	BASE YEAR 1981	OPTION (YEAR 2001)					
		L1/L	H1/H	H4/H	H6/H	H7/H	H8/8
LAND USE/TRANSPORTATION IMPACT							
. LOSS OF OPEN SPACE . LOSS OF PARKLAND . IMPACT ON SOCIAL PATTERNS . IMPACT ON LOCAL STREET SYSTEM . AESTHETIC QUALITY (COMPATIBILITY WITH LAND USES)		SEE PAGES (ix) and (x)					
C. TRANSPORTATION IMPLEMENTATION		NOT RESOLVED					
D. TRANSPORTATION COSTS IN MILLION $	TO MEET EXISTING NEEDS (1983)						
I. TOTAL TRANSPORTATION COSTS	355	570	760	829	770	800- 850	8 8
. INCREASE IN COST RELATED TO GROWTH	-	215	405	474	415	445- 495	44 4
II. TOTAL TRANSPORTATION COSTS INSIDE THE INNER LIMITS OF THE GREENBELT	351.4	453.4	478.4	483.4	478.4	478.4	478
. INCREASE IN COST RELATED TO GROWTH	-	102	127	132	127	127	1
III. TOTAL TRANSPORTATION COSTS THROUGH AND OUTSIDE THE GREENBELT	3.6	116.6	281.6	345.6	291.6	321.6- 371.6	321 371
. INCREASE IN COST RELATED TO GROWTH	-	113	278	342	288	318- 368	3 3
IV. TOTAL ROAD IMPROVEMENT COSTS	155	330	450	519	460	490	4
. INCREASE IN COST RELATED TO GROWTH	-	175	295	364	305	335	3
V. TOTAL ROAD IMPROVEMENT COSTS INSIDE THE INNER LIMITS OF THE GREENBELT	151.4	213.4	238.4	243.4	238.4	238.4	23
. INCREASE IN COST RELATED TO GROWTH	-	62	87	92	87	87	
VI. TOTAL ROAD IMPROVEMENT COSTS THROUGH AND OUTSIDE THE GREENBELT	3.6	116.6	211.6	275.6	221.6	251.6	25
. INCREASE IN COST RELATED TO GROWTH		113	208	272	218	248	2
VII. TOTAL TRANSITWAY COSTS	200	240	310	310	310	310- 360	3 3
. INCREASE IN COST RELATED TO GROWTH	-	40	110	110	110	110- 160	1 1
VIII. TOTAL TRANSITWAY COSTS INSIDE THE INNER LIMIT OF THE GREENBELT	200	240	240	240	240	240	2
. INCREASE IN COST RELATED TO GROWTH	-	40	40	40	40	40	

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OPTIONS EVALUATION MEASURES

MEASURE	BASE YEAR	OPTION (YEAR 2001)					
		L1/L	H1/H	H4/H	H6/H	H7/H	H8/H
D. TRANSPORTATION COSTS IN MILLION $ (cont'd)	TO MEET EXISTING NEEDS (1983)						
IX. TOTAL TRANSITWAY COSTS THROUGH AND OUTSIDE THE GREENBELT	-	-	70	70	70	70-120	70-120
. INCREASE IN COST RELATED TO GROWTH	-	-	70	70	70	70-120	70-120
E. TOTAL INCREMENTAL COSTS ASSOCIATED WITH SEWAGE TREATMENT-PLANT EXPANSION, SEWERS, WATER SYSTEM AND SECONDARY TREATMENT IN MILLION $	22.95	190.4	213.4	215.7	215.7	242.4	242.4
I. SEWAGE TREATMENT-PLANT EXPANSION COSTS (MILLION $)							
TOTAL COSTS	-	30.5	30.5	30.5	30.5	30.5	30.5
. INSIDE THE GREENBELT	-	16.7	15.4	8.9	8.9	9.0	9.0
. WEST URBAN COMMUNITY	-	5.2	7.2	10.7	10.7	8.3	8.3
. SOUTH URBAN COMMUNITY	-	2.0	1.7	1.7	1.7	6.2	6.2
. EAST URBAN COMMUNITY	-	6.6	6.2	9.2	9.2	7.0	7.0
II. SEWER COSTS (MILLION $).							
. TOTAL COSTS	-	65.0	66.0	66.8	66.8	82.0	82.0
. INSIDE THE GREENBELT	-	8.4	8.4	8.4	8.4	8.4	8.4
. WEST URBAN COMMUNITY	-	33.3	34.3	35.1	35.1	34.3	34.3
. SOUTH URBAN COMMUNITY	-	23.3	23.3	23.3	23.3	39.3	39.3
. EAST URBAN COMMUNITY	-	-	-	-	-	-	-
III. WATER TREATMENT EXPANSION COSTS (MILLION $)							
. TOTAL COSTS	22.95	36.5	58.5	60.0	60.0	71.5	71.5
. INSIDE THE GREENBELT	20.0	20.0	20.0	20.0	20.0	20.0	20.0
. WEST URBAN COMMUNITY	0.3	0.5	16.5	18.0	18.0	16.5	16.5
. SOUTH URBAN COMMUNITY	1.6	7.0	7.0	7.0	7.0	20.0	20.0
. EAST URBAN COMMUNITY	1.05	9.0	15.0	15.0	15.0	15.0	15.0
IV. SECONDARY TREATMENT COSTS (MILLION $)							
TOTAL COSTS	-	50.0	50.0	50.0	50.0	50.0	50.0
INSIDE THE GREENBELT	-	42.1	39.7	35.8	35.8	36.3	36.3
. WEST URBAN COMMUNITY	-	2.9	4.6	6.5	6.5	5.2	5.2
. SOUTH URBAN COMMUNITY	-	1.3	1.4	1.4	1.4	3.7	3.7
. EAST URBAN COMMUNITY	-	3.7	4.3	6.0	6.0	4.8	4.8

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OPTIONS EVALUATION MEASURES

IMPACT OF INCREMENTAL TRANSPORTATION SOLUTIONS ON LAND USE
(LAND USE/TRANSPORTATION IMPACT)

The provision of additional transportation capacity especially through the construction of new road links or the widening of existing roadways can impact heavilly on the social and physical environment.

The TRANS study team comprised of technical representatives from the Ottawa-Carleton Planning and Transportation Departments, the National Capital Commission and the Communauté Régionale de l'Outaouais attempted to evaluate the performance of the various OPTIONS with respect to the impacts that transportation solutions might have on the social and physical environment in the Ottawa-Carleton region.

A subjective rating scale was used to evaluate the perceived social and physical impacts resulting from the introduction of the different transportation network solutions necessitated by various OPTIONS. The rating was from one to five where "one" indicated the least impact and "five" indicated the highest negative impact (in relative terms).

Five qualitative categories of impact were determined:

1) the loss of open space resulting from either expansion to existing facilities or the construction of new facilities;
2) the loss of park land (similar to 1);
3) the impact on the local street system;
4) the impact on social patterns, and;
5) the compatibility of the transportation solution with existing land uses.

The rating scores for OPTIONS L1, H1, H4, H6 and H7 are shown in Table 1. H8 was not available at the time the evaluation was being conducted by the TRANS team.

It must be underlined that certain transportation network improvements were considered to be in place by the year 2001 as part of the TRANS model input assumptions. Thus certain controversial facilities such as the Vanier Parkway extension were assumed for transportation modelling purposes to be part of the 2001 transportation road network (a complete list of those facilities required to bring the road system up to standard or common to all High Options is provided at Tables 5 and 6 in the Transportation Department's report - May 84). Therefore, the impact scores shown in Table 1 relate only to those additional transportation elements required by an OPTION over the assumed 2001 road and transit network. These additional facilities were based on noted deficiencies in road capacity after attaining the revised policy guideline modal splits or were required for transportation operational network integrity. (See the Transportation Department's report entitled: Transportation Component of the Regional Development Strategy, May 84, for more information).

The scores shown in Table 1 indicate that overall the least impact is associated with the low projection OPTION L1; this is not unexpected.

the high projection OPTIONS H6 appears to impact the least on the social and physical environment overall* while OPTION H4 displays the highest impact. The difference between OPTIONS H4 and H6 is not population level (both assume an East and West urban community of 100,000 persons) but the assumed level of employment. H6 assumes 35,000 jobs in the East and West while H4 assumes 11,000 jobs in the East and 23,000 jobs in the west. Clearly, if the communities achieve the population and employment relationship of the H6 Option, fewer transportation facilities are required. If this relationship is not achieved then more facilities are required with the concommitant increase in social and physical environmental impacts.

TABLE 1

IMPACT OF INCREMENTAL TRANSPORTATION SOLUTIONS

RATING SOURCES

		OPTIONS				
MEASURE	L1	H1	H4	H6	H7	H8[1]
LOSS OF OPEN SPACE SPACE	1	3	5	2	4	-
LOSS OF PARKLAND	1	3	5	2	4	-
IMPACT ON SOCIAL PATTERNS	3	3	3	2	2	-
IMPACTS ON LOCAL STREET SYSTEM	3	4	2	3	3	-
AESTHETIC QUALITY (COMPATIBILITY WITH LAND USES)	2	4	4	2	3	-
TOTALS	10	17	19	11	16	-

[1] Not evaluated

RATING SCALE

1 —————————————— 5

LOWEST IMPACT ——— HIGHEST IMPACT

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*It is important to stress that these scores indicate overall impact across all neighbourhoods; they are aggregate scores.

IONS: TRANSPORTATION SYSTEM PERFORMANCE MEASURES

AVERAGE WEEKDAY TRIP LENGTH DISTRIBUTION

A reflection of the amount of road and transit network that must be supplied for each OPTION. Average T.L.D. is considered only for weekday conditions, since relatively fewer Saturday and Sunday trips are work based. Therefore, system-wide congestion normally does not occur on these two days. Average trip length distribution is measured with respect to travel time (minutes) and travel distance (kilometres). Average trip length distributions are calculated for total person trips made on a 24 hour basis, total afternoon peak hour auto vehicle trips and afternoon peak hour transit person trips. (Note that trip length is independent of the type of vehicle in which the trip is made).

II. TOTAL ANNUAL WEEKDAY VEHICLE HOURS OF TRAVEL

This measure is a function of the average travel time T.L.D. for each of the three trip categories. The categories are: afternoon peak hour auto trips, afternoon peak hour transit trips and all auto trips on a 24 hour basis. The measure is considered only for weekday conditions. It represents the total amount of in-vehicle travel for a given year, where only the weekdays are considered. As can be expected the figure is quite large.

III. TOTAL ANNUAL WEEKDAY VEHICLE KILOMETRES OF TRAVEL

Analogous to II - total annual weekday vehicle hours of travel but taken with respect to travel distance T.L.D's again, the figure is quite large.

IV. TOTAL ANNUAL WEEKDAY FUEL CONSUMPTION

Energy usage is measured by litres of fuel consumed for each trip category (auto and transit). The period is one year - all weekdays. The calculation is only made for the afternoon peak hour driving period.

V. TOTAL ANNUAL WEEKDAY AIR POLLUTANT EMISSIONS

The amount of vehicle-produced air pollution measured in tonnes for the total weekdays in a year. Two types of emissions are considered - carbon monoxide and hydrocarbons. The amount produced is calculated for a 24 hour basis and for the afternoon peak hour.

VI. P.M. PEAK HOUR MODAL SPLIT

Transit ridership in the afternoon peak hour is expressed in four ways:

1) Total afternoon peak hour transit trips made in the study area.

2) Total afternoon peak hour modal split (or transit share) is the total proportion transit trips comprise expressed as a percentage, of all trips (transit + auto person trips).

3) Total afternoon peak hour modal split by trip purpose. Three types of trips are considered: Home-based work trips, home-based other trips, and non home-based trips. The proportion transit trips comprise of total trips by purpose is calculated for each of the trip purposes.

4) Total afternoon peak hour modal split is calculated for each of 13 strategic screenlines in Ottawa-Carleton.

Modal split is the percent of trips made by transit. A screenline is an imaginary line, drawn across one or more roads or transitways. Screenlines are located strategically throughout the study area and are used as convenient points to monitor travel and discern travel patterns.

VII. P.M. PEAK HOUR AUTO VEHICLE VOLUME TO CAPACITY RAITO BY SCREENLINE

The volume to capacity of a particular road or screenline is an important road system efficiency measure. The traffic volume expected to use the road or roads comprising a screenline is compared to the vehicular capacity of the road or screenline. The service standard used in the Official Plan review is defined as the point (for each road or screenline) at which the ratio of volume to capacity is 0.90. A deficiency occurs when existing or projected volume on a road or screenline exceeds 90% of capacity. This deficiency results in increase traffic congestion and ultimately to increase in costs; not just in supplying new roads but costs can be measured in terms of travel time, fuel consumed and pollution generated.

830-2

City of
Ville d' Ottawa

**Department of
Community Development**

111 Sussex Drive
Ottawa, Ontario
K1N 5A1

**Service du
développement communautaire**

111, promenade Sussex
Ottawa (Ontario)
K1N 5A1

CD 4514-6

November 5th, 1984.

OTTAWA-CARLETON
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CLERK'S DEPARTMENT

Mr. W. H. Brunette,
Clerk of the Regional Municipality
of Ottawa-Carleton,
222 Queen Street,
Ottawa, Ontario.
K1P 5Z3

Dear Mr. Brunette:

Re: City of Ottawa's Brief on the Regional Draft Official Plan

Attached is a copy of charts and statistics detailing the City of Ottawa's position regarding the Regional Draft Official Plan. The City's Planning Branch staff made verbal presentations regarding the City's position to the Regional Planning Committee on October 16th and 23rd, 1984. The attached information is a summary of those presentations.

It should be noted that the attached data regarding growth potential in the City is preliminary only, and does not represent any City Council position in relation to future growth and development. Such questions are to be addressed within the City of Ottawa's Official Plan Review process currently underway.

Would you please ensure that members of Regional Planning Committee receive copies of this brief prior to the meeting of November 6th, 1985.

Yours truly,

T. H. Fletcher,
Director of Planning.

BN:tl
Attach.

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SUPPORTING FACT SHEET

R.M.O.C. POSITION

Population to grow to 625,000 - 725,000 by turn of century.

Most new households will require low and medium density ground-oriented housing.

Areas inside Greenbelt cannot accommodate much of the land requirements of development.

The designation of additional lands to the south (the exact location to be determined), is preferable to further growth in the east and the west because:

a) stress on the east-west transportation axis is reduced,
b) increased impetus to build the Inner Ring Road would be created, thereby relieving some of the pressure on the east-west axis, and
c) growth to the south is cheaper, provided that the Province builds Highway 416

Future employment growth should be decentralized.

Limited peak hour capacity of the transportation network in Central Area means that employment emphasis should shift to transit node locations and urban communities.

Model split guidelines in 1974 Plan should be achieved or surpassed.

Individual infrastructure element considerations should not delay a decision on the Regional Development Strategy.

CITY POSITION

Agree with R.M.O.C. re: 625,000 - 725,000 population range.

The City believes that an aging population and decreasing household size will result in a need for smaller, dense more affordable housing than the Strategy envisages. These considerations are critical to the option selection process.

The redevelopment and development potential within the City in particular is significant (see attached Summary of Land and Housing Statistics). This potential should be examined and existing infrastructure utilized prior to the additional designation of urban lands for residential development.

A meaningful comparison of either the 15 original options or the 6 "finalized" options was not carried out in terms of each representing a discrete optional choice.

The non-capital costs portion of the Region's budget makes up 80% of the total budget, yet these costs have not been addressed at all i.e., operating costs of transit, water, sewer, social and health services.

The development of the South Urban Community option cannot be supported at this time. The East and West Urban Communities have not achieved their employment goals and until they do, the east-west transportation axis will become more congested at peak hours as workers journey downtown. The premature designation of prime agricultural lands in the south for residential purposes will commit future Regional budgets to significant operating expenses for infrastructure passing through the Greenbelt. Current estimates of the capital costs alone to service the south to a population level of 60,000 are provided in the Strategy and in the Region's Planning Report of June 26, 1984:

1) Highway 416 (Provincially funded) - $90 million
2) Sewer costs - $34.3 million
3) Widen Greenbank and build internal roads - $79 million
4) Build transitway - $50 million
5) Water treatment and expansion - $20 million.

Total $273.3 million; Region's cost without Highway 416 - $183.3 million.

The Strategy should not assume that the growth centres in the south will develop. Instead, monitoring of redevelopment and development activity within the Greenbelt and the urban communities already in place should be performed to maximize the use of existing infrastructure.

The location and appropriateness of transit nodes as decentralized employment and/or residential centres should be the responsibility of the area municipalities in consultation with the R.M.O.C.

Full implications of infrastructure and soft costs to Regional taxpayers should be identified prior to Strategy selection.

JB:mm-2
B2E117

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Summary of Land and Housing Statistics

I - Development

A - Regional Municipality of Ottawa-Carleton's Position

- For the period 1981-2001, a total of 9,000 to 13,700 new housing units allocated to the area inside the Greenbelt.
- Total vacant land for the above housing inside the Greenbelt is 1,570 acres and it does not include land parcels smaller than 2 acres.
- The average density of new housing is assumed at 18.2 units per acre.

B - City's Findings

- Total vacant land in the City of Ottawa alone is 4,170 acres, including 291 acres of land parcels smaller than 2 acres.

- The average density of all housing units built in the City of Ottawa from October, 1983 to October 1984, is 35.1 units per acre.

- Assuming that only 25%, i.e., just over 1,000 acres of all vacant lands in the City of Ottawa would be developed for residential purposes by the year 2001, there could be at least 35,000 new units created. Furthermore, this development would be based on the existing zoning, i.e., no upzoning would be required.

- The above estimate is confirmed by actual development since 1981. In the period 1982 to June 1984, a total of 6,400 new units have been added to Ottawa's housing stock. Combined with development in the rest of the Greenbelt, the Region's low allocation of 9,000 may already have been achieved.

II - Redevelopment

A - Regional Municipality of Ottawa-Carleton's Position

- Redevelopment resulting in additional housing units has been acknowledged, but is considered to be insignificant. Further, there are no estimates of redevelopment potential.

B - City's Findings

- There are over 8,000 units (less than 1% of the total housing stock) which are in poor to fair condition.

- The redevelopment of such housing has resulted in a net average increase of 3.5 units for every unit replaced in recent years.

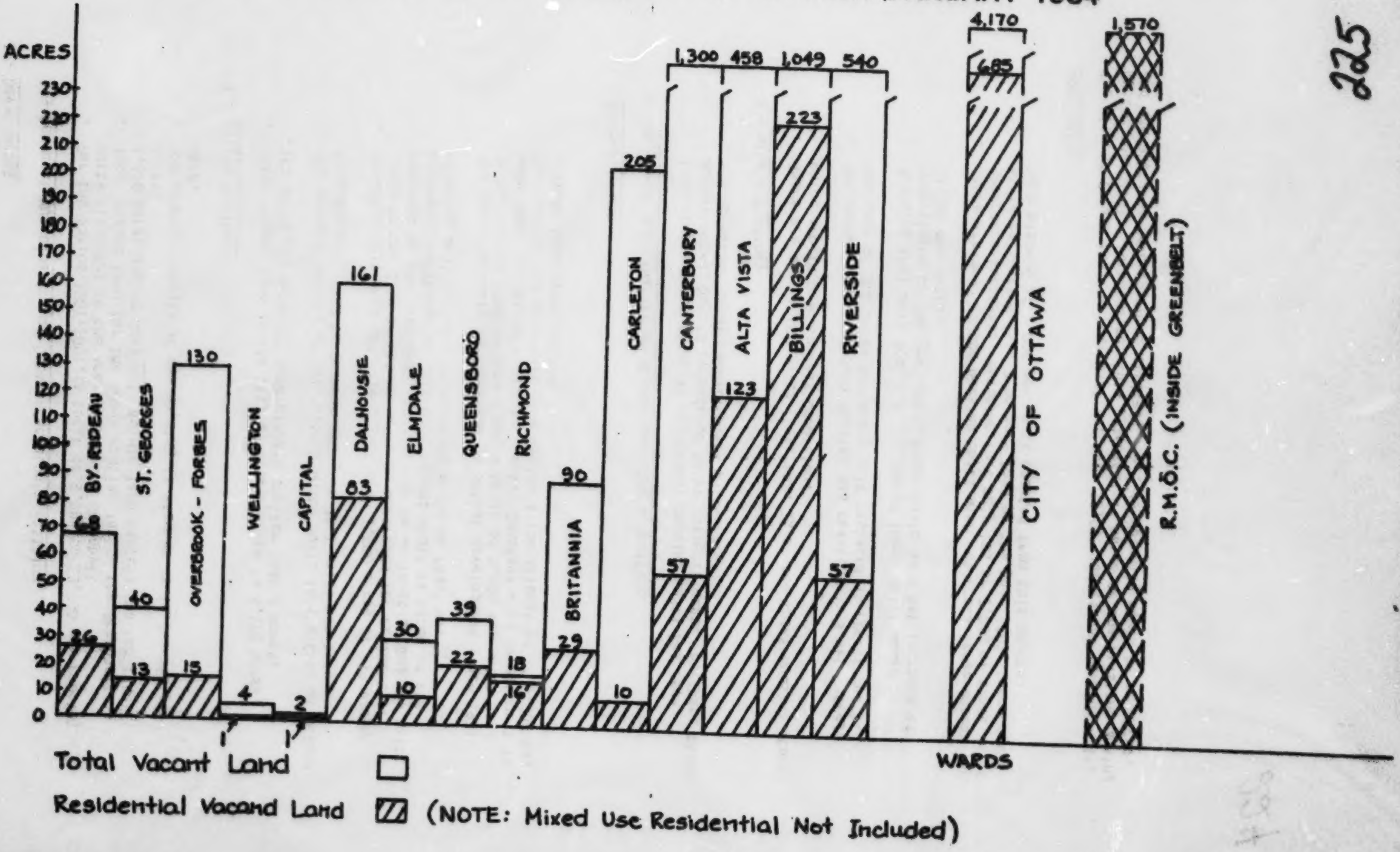
- Assuming that only 50%, i.e., 4,000 of these units would be redeveloped by the year 2001, there could be a net increase of 14,000 new units.

- There are over 20,000 housing units with lot areas large enough for severance purposes. Assuming that only 10% or 2,000 of these units would be severed into 2 or more lots by the year 2001, there could be a minimum of 2,000 new units created from this source.

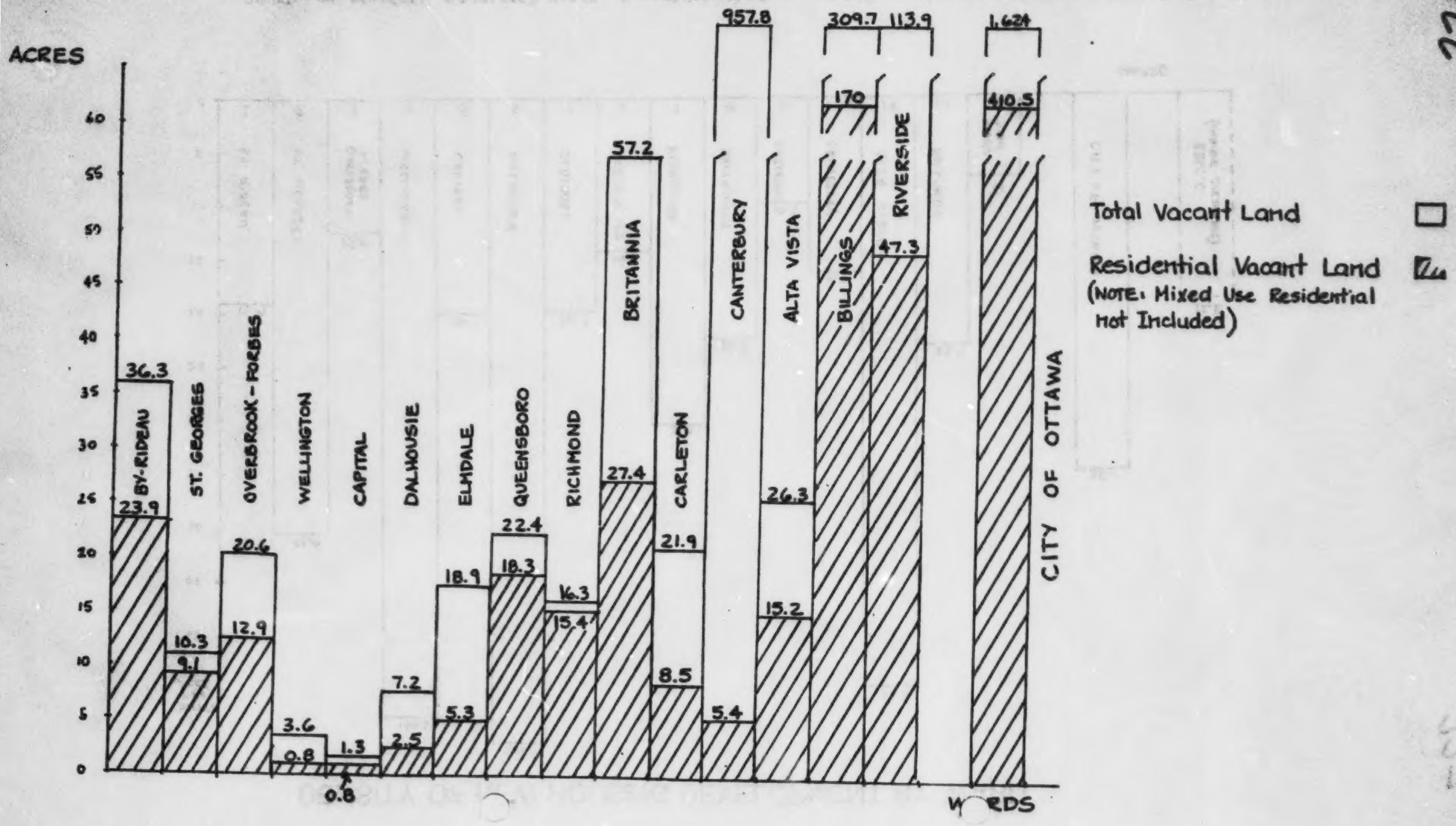
Conclusion

The City of Ottawa has the potential for over 30,000 additional housing units by the year 2001. Furthermore, this potential is based on the existing zoning and the approved neighbourhood studies, i.e., no upzoning would be required.

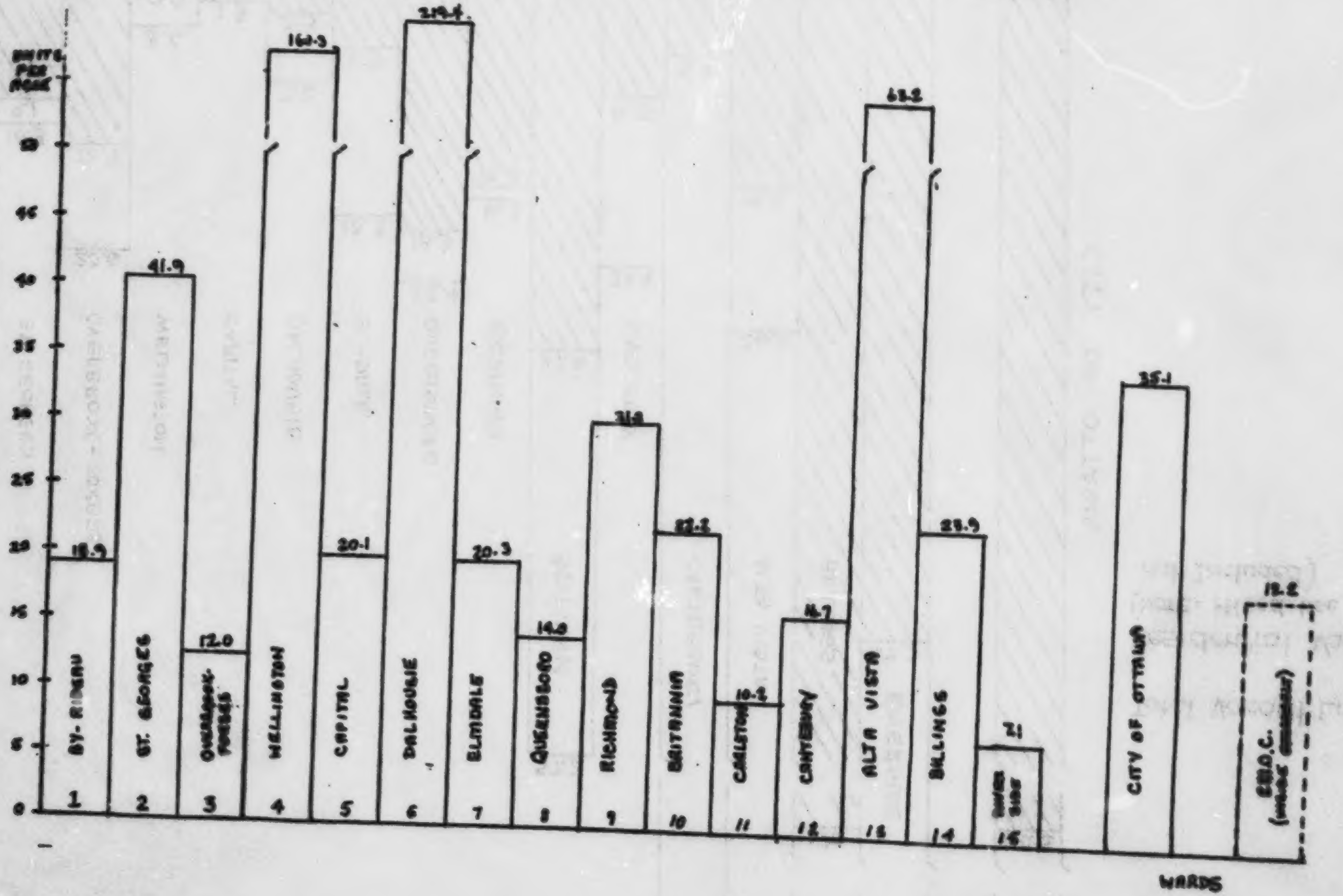
TOTAL VACANT AND BY WARD,CITY OF OTTAWA ANUARY 1984



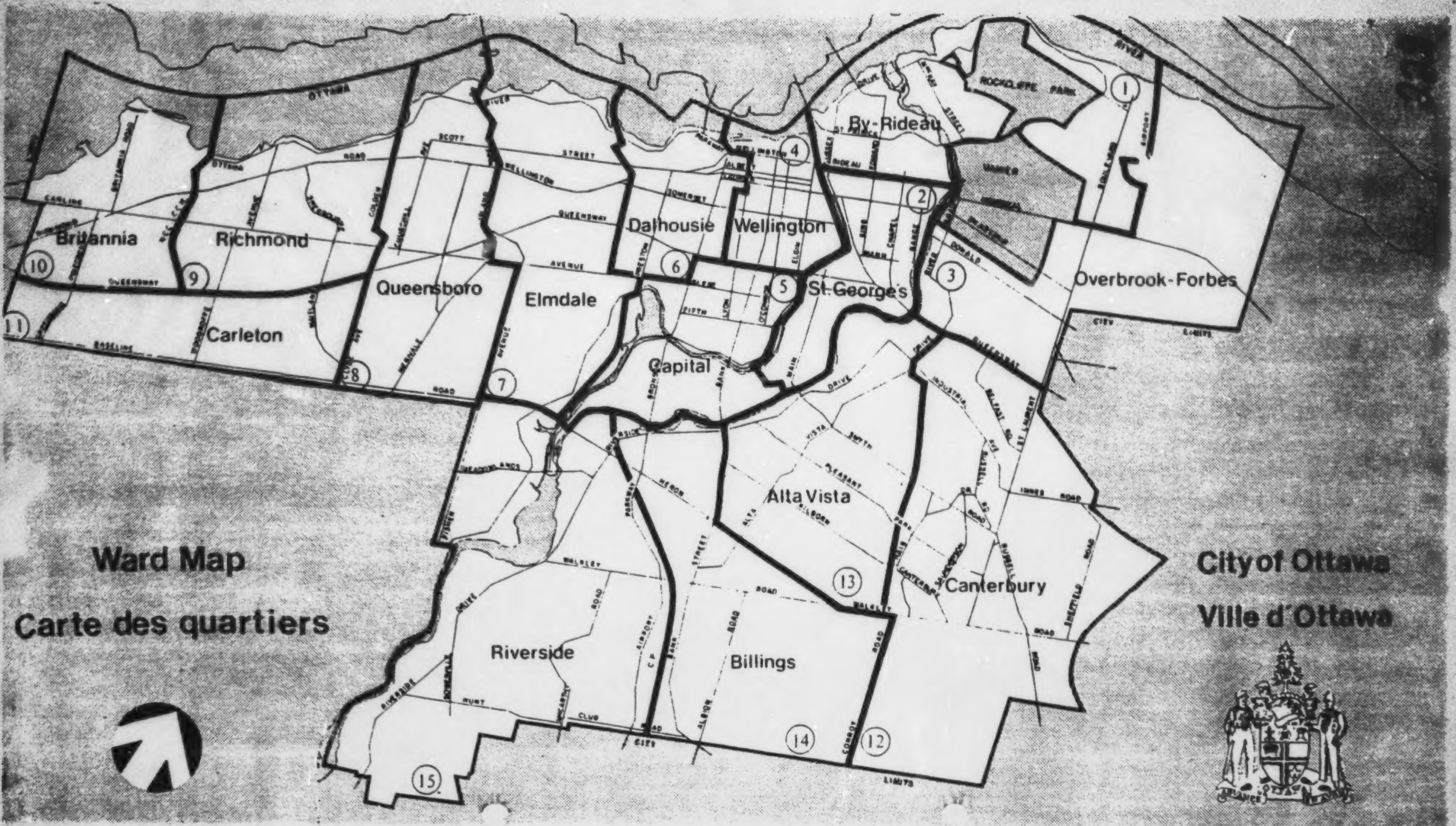
PRIVATELY OWNED VACANT LAND BY WARD, CITY OF OTTAWA, JANUARY 1984



DENSITY OF NEW HOUSING DEVELOPMENT BY WARD



BASED ON PROJECTS COMPLETED, UNDER CONSTRUCTION, OR IN VARIOUS APPROVAL STAGES BETWEEN OCTOBER 1983 TO OCTOBER 1984



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Ottawa River
Rockcliffe Park
Vanier

Ward Map
Carte des quartiers

City of Ottawa
Ville d'Ottawa

Parks Canada
Parcs Canada

Ontario Region
111 Water Street East
Cornwall, Ontario
K6H 6S3
Tel: (613) 933-7951

Région de l'Ontario
111 rue Water est
Cornwall, Ontario
K6H 6S3
Tél: (613) 933-7951

830-2

September 4, 1984.

OTTAWA-CARLETON
RECEIVED
10:00
SEP 7 1984
CLERK'S DEPARTMENT

Mr. J. Barry O'Gorman,
Secretary, Planning Committee,
Regional Municipality of Ottawa-Carleton,
222 Queen Street,
Ottawa, Ontario.
K1P 5Z3

Your file Votre référence

Our file Notre référence
4870 - 1

Dear Mr. O'Gorman:

REGIONAL DEVELOPMENT STRATEGY: CONCLUSIONS AND RECOMMENDATIONS

- Request for Comments.

As you may be aware, Parks Canada submitted a brief on May 14 in response to the Region's request for comments on its Regional Planning Strategy. In our brief we expressed a number of fundamental concerns relating to the development of a new urban area south of the Greenbelt and its potential impact on the distinctive historic, natural and recreational character of the Rideau Canal.

I have reviewed the Regional Development Strategy: Conclusions and Recommendations, and note that it is recommended that a major growth centre will be developed south of the Greenbelt.

We do not have any additional comments to offer at this time but wish to remind you that Parks Canada's concerns regarding the impact of a future urban area adjacent to the Rideau Canal as expressed in my letter of May 14 still apply.

In this regard, I trust that Regional Planning Staff will keep me fully apprised of the Official Plan Review Process and any subsequent detailed planning of an urban growth area along the Rideau Canal south of the Greenbelt.

Yours sincerely,

Ian Ferguson,
Chief,
Planning & Development

1885
1985

Canada

Ack

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PARKS CANADA BRIEF TO THE PLANNING COMMITTEE, REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

BACKGROUND

The Rideau Canal is a 125 mile lake and river network which, through a series of locks, dams and artificial channels, provides a navigable Waterway between the Ottawa River at Ottawa and the St. Lawrence - Great Lakes system at Kingston. Built originally as a military route and used throughout the nineteenth century as a commercial Waterway, the Canal has become a popular recreation resource, contributing substantially to the local economy through expenditures by boaters and land based visitors. At the same time, it is recognized as one of the best preserved nineteenth century Canals still in active operation in the world.

In recognition of its historic value, the Canal was declared of national historic significance in 1926 to ensure the preservation and maintenance of the Canal's historic locks, dams and buildings. In 1972, responsibility for the operation of the historic canal system was transferred from the Department of Transport to Parks Canada on the understanding that it be operated with special emphasis on historic restoration, preservation and interpretation, and optimum use of federal lands. At the same time, the Governments of Ontario and Canada, recognizing the new role of the Rideau Canal, as well as that of the Trent-Severn Waterway, as water based recreation routes which possess nationally significant human and natural resources, undertook a study to examine the potentials and problems associated with the changing use of the Waterway corridor. This study culminated in the CORTS Agreement in 1975. In this Agreement the CORTS Corridor was identified and the two governments agreed to co-ordinate their efforts to achieve the goal of developing a distinctive environmental corridor wherein a wide variety of recreational opportunities are available to users in a safe, pleasant and interesting environment and where optimum recreation use is acheived.

Based on the above, Parks Canada's two guiding objectives for the Rideau Canal are:

- To preserve and interpret the Canal and its structures as a functioning system of national historic significance, while at the same time operating and maintaining it as a recreational Waterway and making maximum use of its lands; and
- To achieve the CORTS goal and objectives by acting as the lead federal agency in the co-ordination of federal activities with the Province of Ontario.

PAST AND PRESENT ACTIVITIES

To achieve its objectives for the Rideau Canal, Parks Canada has undertaken a programme of historic restoration, interpretation and the development of visitor facilities at its lockstations on its own and in co-operation with other levels of government. Recent examples of these activities in the Region are the reconstruction of the Ottawa Locks, restoration of the Commissariat Store for use as the ByTown Museum and Parks Canada Interpretation Centre, co-operation with the N.C.C. and the private sector in the development of public use facilities at Dows Lake, and the development of day use facilities at the Long Island Lockstation.

In addition, Parks Canada has played on active co-operative role with local municipalities to protect its interest along the Rideau Canal. As the federal crown has ownership of the bed of the river up to the high water mark and is thus an adjacent landowner, Parks Canada has commented on development adjacent to the river which could have an impact on natural wetland areas, public use of the Canal, and the open space character of the shoreline. Our ongoing review of subdivision and severence applications, and co-operation with local municipalities and a developer in the Black Rapids Lockstation area illustrate our intention to encourage compatible development and to preserve the character of the Rideau Canal.

THE RIDEAU CANAL AND THE SOUTH URBAN COMMUNITY

Parks Canada has long been aware of the proposal to develop a community south of the Greenbelt along the Rideau River. With a projected population of 100,000 people, such a community could have significant detrimental impacts on the Rideau Canal if the planning and development of the community does not recognize the significant natural, historical and recreational values of the Canal.

Possible negative impacts include:

- decreased water quality from urban runoff;
- loss of existing shoreline open space;
- increase in boater - shoreline user conflicts;
- more hydro line and bridge crossings;
- congestion in narrow channels; and
- overuse of existing public use areas.

As a result, the aesthetic and scenic appeal of the Canal could be substantially reduced to the detriment of both the boaters and residents of the area. Parks Canada, therefore, feels very strongly that in the development of any urban area adjacent to the Rideau Canal, full consideration must be given to measures to preserve the Canal's character while allowing the development of compatible public use facilities.

In this regard, the following measures should be considered in the design of the community's infrastructure:

- The construction of stormwater retention and treatment ponds;
- Where possible, the acquisition of a continuous strip of land along both sides of the Canal to preserve existing open space;
- Minimal crossings of the Canal for roads and hydro services;
- Restriction on shoreline development in narrow channels; and
- Development of sufficient public use areas to satisfy local needs.

Parks Canada wants the following needs to be recognized by RMOC:

- Navigation along the Canal must not be impeded. Shoreline uses should be compatible with boating activities; and

- All significant wetlands along the shoreline should be protected.

Parks Canada would expect that the Regional and local municipalities would maintain an ongoing liaison and co-operation with Parks Canada to ensure the orderly development of lands adjacent to the Canal.

In summary, Parks Canada recognizes the probable development of an urban area along the Canal south of the Greenbelt. As the operator of this nationally significant heritage and recreational resource, Parks Canada is committed to ensuring that the Canal's character is not impaired. However, Parks Canada only has jurisdiction over the Canal and must rely on municipal action to ensure complimentary development. We expect that the Official Plan will recognize our concerns and ensure that the Canal's unique value will be recognized in the future planning and development of the area.

Regional Council Sept 16 B PEARCE

(This statetment has been compressed to about 1500 words to fit a stipulation limiting each presentation to 10 minutes.)

I am here to express reservations on the Regional plan particularly regarding growth and transportation in the South-Western area. My concern is that critical aspects of this plan are lacking. A comprehensive analysis is demanded by the fiscal magnitude of these projects. Some of the confusing areas are of such a crucial overall nature that they have to be addressed now before the plan reasonably could be approved.

Before I start I would like to make one procedural comment. The copies of Regional documention that I recieved from the recent public participation of May 29 did not include the very relevant input from the public. This unfortunately, or deplorably, was the norm, both members of the public (that did not contribute) and Alderman alike did not receive this material. May I request that in future this public input, to my mind a very important part, be included, so that a more balanced picture be conveyed.

The current growth across our Region is between 0% and 1%, some areas have negative growth and the West currently exhibits the most. The 1983 figure for Nepean, a growth area, showed an increase of 1100 on a poulation of about 86,000, that is roughly 1.3%. Across Canada growth has slowed. The number of children per couple averages 1.7 (It requires 2.1 to break even). Most relevantly, from the RMOC documentation that we recieved last month we have a Regional figure of 1.4 children per couple, exactly two thirds of the break-even growth rate. Unless there is an influx into Ottawa-Carleton, our population will decline appreciably and soon. This situation is augmented by the employment problems now being experienced. Hi-Tech'' is having a slow period, and we cannot expect an upturn in the near future. Similarly the prospects for an increase in the Federal employment program look bleak in the forseable future.

It must be as clear to some of you, as it is to me, that to expect growth is unrealistic. Yet plans are being pushed, with priority, for an immediate expansion of the 'South Urban Community'.

It is pertinent to look at the planned and current capacity of RMOC regarding population expansion? Inside the greenbelt

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'' In fact I would strongly advocate that the Region immediately diversify and look at Bio-Tech, especially in the Agricultural area, as an attractive proposition for our Region.

a six-year old RMOC document says there is capacity for 800,000. Even scaling down for the decrease in typical household size (from 3.4 to 2.7) we still have space for 640,000; Regional figures quote that there are 3000 Hectares currently available in the inner development area. This alone represents 15 years growth and at maintained current growth rate: Both Kanata and Orleans have planning for 100,000 and with a little over 20,000 leave space for about 150,000: Barrhaven in the South currently has 11,000 of its planned 25,000. Altogether this surplus clearly covers Regional growth for the next 50 years, and that is assuming the growth stays up at around 5,000 people per year. On top of this, and as a further buffer the rural area has an approved growth level of 100,000.

The high interest rates of the last few years certainly contributed to a lack of housing starts for about an 18 month period, but since then and currently, one is faced with the inescapable conclusion that the housing and development shortage is artificially created. There are many projects awaiting approval, typically the Woodruffe project in the area under discussion. This represents development potential for 10,000 to 15,000, yet it is permanently stalled. The reasons for these problems seem unclear, what are the current areas under discussion with CMHC (and NCC)? It would be very helpful if Region would obtain the facts and publish a paper dealing with just this area of involvement.

Why then is the South Urban Community now such a hot topic? Where is the demand for this? And in the face of the following further points:

i. It is to be built over top Agricultural land when there is much 'marginal resource' land in the area and indeed some within a few miles of the proposed site.

ii. The planning for this general area has received scathing criticism on environmental grounds (Reference A) and only last year from the NCC. Incidently, compare this NCC document with another Government study (Reference B - E.V.SADO & M.A VOSS) concerning the Regional Dump site on a mineral area, a non-renewable resource , when such a great percentage of our region and the proposed sites were clay. I have never seem any reply from Region on either of these papers.

iii. This NCC view of the 'Jock River' development is firmly corroborated in the now familiar 'Gore and Storrie' report. Commissioned by our local governments, with our tax dollars, is this report to be ignored? Might I ask you all to dust it off once again.

iv. Are more schools in the central area to close only to rebuild the identical facilities for a new development?

The current record on this score at Barrhaven does not lend itself to optimism.

v. It is pointed out that the storm drainage will damage the Rideau at a major spawning bed. This river has an average summer flow of only 300 cu ft/sec., and the Jock River has almost no summer flow. To solve this unnecessary and self-inflicted problem holding tanks are proposed to filter out the nutrients. Cost - on the Nepean side of the development alone, three five acre tanks at a price of $9.7 million, and that not counting the price of the land and the upkeep of these facilities.[11]

vi. The NCC point out that this is an area of considerable attraction, and as such it should be preserved for public recreational use.

vii. It has been pointed out that this area is one of subsidence.

viii. Proponents state that Barrhaven facities of Sportsplex, Police and Library already exist for such an expansion. What they omit are the transportation facts. To get to these facilities the residents will have to be transported in a matter of a few miles across the Jock river, the railway line and maybe later the planned Regional Circular road. Remembering that the tag on the Hunt Club bridge is $12.6 million, what is the expected size of the transportation bill to bridge these obstacles?

ix. The OMB failed to ratify this concept, their decision then being overturned at Cabinet level. At the very least, if and before this project goes ahead the facts must be reviewed in the light of current growth, changing circumstances and new data.

There seems however to be no end to this saga of fiscal profligacy. Nepean Council have recently applied to the OMB for approval of a debenture offer to finance another trunk sewer from the Barrhaven area across Woodruffe past Country Place to Bongard Rd., and thence to the Eastern collector system. The first point that comes to mind, and again from the recent Regional documentation is that trunk sewers are unequivocally a regional affair Not so, the Region has no knowledge of this, they say, it is completely a Nepean affair - yet it is running along regional roads. What is the purpose of this project and why is the Region not able to give a rational appraisal of the planning? There is already a trunk sewer from Barrhaven along Greenbank to the Lynwood collector with capacity for the planned 25,000. It is obvious that this facility is being slipped in to again try and make a reality of the Southern project.

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[11] It is worthy of note that this development is planned to be high density 'zero line lot'. Presumably this implies high density urban pollution as a consequence, hardly the ideal for a beauty spot.

To add to this some of you might recollect my previously talking with you about reservations to the 416. As you know the communities are now collectively fighting this at the Environmental Review stage. Despite my often reaching general agreement with some of you the vote inexplicably went the other way - to approve spending $130 million of our Ontario tax dollars on this unnecessary Expresssway.

Now Region proposes that the link to this 416 will be the Hunt Club extension to join with this proposed 416 just South of the Queensway at Knoxdale. Instead of continuing from South Ottawa across Hunt Club bridge along an existing (widened) route; instead of taking Merivale industrial traffic down a few miles of improved Merivale Road, all this traffic is projected to come North-East through Merivale Gardens, Manordale and Trend-Arlington, taking a band from the greenbelt, the Agricultural Farm, only to then turn South. Apparently if NCC fails to approve, and refuses to give up the land for this route, then, so I am informed, the alternative option is to use Fallowfield Road for this truck route. Again, we would have a major industrial access along a residential route, this time fronting Barrhaven. Already the level of truck traffic on this two-lane road is reaching the 70 db level, the maximum allowable for such a residential highway. Where is the planning behind this? What is the traffic expected on this or these routes, what timescale and what cost is anticipated?

You will hear later on today from Britannia, their position has my complete support. I oppose and deplore not only the plan for the Britannia-Lakeview area but the methods used to only present part of the overall picture, when quite clearly the different parts are completely linked. The merits of a Britannia bridge, quite clearly the next stage, must be openly discussed and evaluated up front.

I would have liked to have continued by discussing the lack of help for the East of our Region and improved facilities for our industry there, but time precludes this. I will only add that quite clearly, the traffic problems of the East are being almost ignored, we are getting a plan that does more for Aylmer than Orleans.

I conclude with a plea, a plea that Region at least puts a hold on this spending, for it is not an immediate requirement. The next 5 to 10 years will make the picture much clearer. But my request to Region is to channel our energies and to a greater extent our resources more toward the social issues. If you start to tackle the problem of employment for our youth I am sure you will find a more enthusiatic and active support from your electorate, and certainly from me.

I ask you Aldermen, to consider these points. I ask you to ask yourselves the questions, does it make sense? I ask you to examine the realities of these issues, and I ask you in the name of self respect to stand apart from the very real patronage connections. If you find merit in my suspicions that this is not a soundly planned concept, assert your position of responsibility and fulfil your duties to the public.

REFERENCES:

Position of NCC to Region Sept 23 1983 - J McLemore - RMOC # 14-04.23
Ministry of Environment paper on Regional Dump 1978 (Sado & Voss)
Gore & Storrie paper on SUC area (Obtainable from Regional Offices)

APPENDIX:

Letter to MTC from Anti-416 Expressway Group - Sept 84

Bruce Pearce, Anti-416 Expressway Group, 596-0515

Copy: Hon. James Snow, Minister MTC
Hyman Soloway, Q.C.

389 Knoxdale Rd.
Nepean, K2H8J2

Sept 20 1984

Senior Project Engineer, MTC.,
Mr. Ken Shepherd,

Dear Ken,

ANTI 416 EXPRESSWAY GROUP

Our telephone conversation of September 12 raised a number of interesting points. Not least concerned the continuing issue of our reservations and disagreements. We have felt that they are not being adequately addressed, and sometimes not even considered. Of course, and I agree, there has been dialogue, but maybe there is a sense of frustration in these public meetings at the repeated use of the presentation slides to answer and address these issues, when what is required are explicit and quantitative responses.

However, as agreed, I take this opportunity of formulating these related questions, and I thank you for your expressed spirit of cooperation in answering them. As there are so many problems, and as I hope to express them in an orderly and meaningful way, may I enumerate the items if only for ease of documentation.

i. What happens to the Queensway traffic pattern, and is this the correct route to accomodate an additional load? The 65,000 vehicles a day figure that we are using, was taken from a recent Citizen article written basically from MTC-supplied data. You have said the figure is incorrect and too large (we certainly agree here), and that this traffic figure is for the broader corridor, including Greenbank traffic, and a figure for some time in the 90's. So on your traffic model, what is the anticipated Queensway[1] load in 1990, or whatever is the current best estimate for completion date? What is the anticipated 416 load both South of Fallowfield and at entry to the Queensway? Hence what is the expected level of service on the Queensway in the completed configuration?

ii. These figures have particular relevance to our statements that there is no proven traffic need for this road. Declining growth patterns in certainly traffic, but also to a lesser extent population, have not been taken into consideration. The growth figures you have used reflect rates taken from the 70's. Your 1982 figures on Ontario Provincial traffic showed a annual decrease of 5%. Ottawa is currently expecting a decrease in population - due to fixed boundaries and the decline in family size from 3.3 to 2.7. Regional traffic in the area has not shown uniform increases - the DELCAN study commissioned by Nepean has highlighted patterns on key roads, with some roads, notably Baseline Rd., showing a decrease in loading. Specifically, what are the growth figures that have been used for your traffic predictions and what is the current and anticipated growth for traffic in this Cedarview corridor that should be applied to our predictions? Do you have any plans to adjust your model to allow for this latest data?

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[1] It is understood both in this and in subsequent questions that answers will depend on timescales and prediction errors. Notwithstanding this ball-park element, the intent is very much to obtain a definitive and quantifiable feel for volumes, routes and dates.

iii. Unofficially it has been stated that should and when an overflow route be needed to divert pressure from the Queensway, that a corridor has been reserved to continue this 416 route as a parkway through Britannia to the Western Parkway. I need hardly state that to 'hide' such an issue from the general considerations of this 'undertaking' is contrary to both the spirit and letter of the Ontario Environmental Act. One could no doubt argue that the Western Parkway is an NCC concern, and that the concept of the overflow link would be under Regional jurisdiction, but given your stated position of cooperation and ongoing coordination with both of these bodies, it therefore seems justified to question you on this much discussed point. What then is the anticipated traffic figure that this parkway corridor would take? What timescale is anticipated for the consideration of such a development?

iv. Industry has stated they cannot use this road. Our industrial complex on Merivale has deplored the state of their roadway system while stating that to go South they cannot take their trucks up through an urban setup with its right-angled corners such as exists in the Merivale/Clyde/Baseline triangle, along a crowded Queensway to Acres and then down the 416. The Eastern Industrial route faces even stronger constraints and will obviously keep using the faster and shorter existing routes, and of course the new bridge now under construction. If you are to continue to hold and advertise your seemingly untenable position that Cedarview is a route for industry, it seems that you should seriously consider addressing these points.

What industrial traffic do you anticipate will use this route?

Will Fallowfield now be considered the major truck route to and from the Merivale industrial area?

v. Our proposed solution for a distributive system has been dismissed out of hand. Yet this clearly seems to be, if not the best solution, certainly a strong contender. To not have fully considered this alternative, is again in conflict with the explicit requirement of the Ontario Statute that all options be considered. Your single route expressway solution was proposed before the question was formulated. This leads again to our question why were the Terms of Reference not stated up front. In particular this explains our annoyance with the concept of an undertaking that simultaneously 'developes its Terms of Reference' thus leading to our cries of 'manipulated'. The question then being, why not investigate the viabilty of building those kilometres of an outer circle possibly in the vicinity of Century Rd., and as tentatively shown on the Regional plan, that would link to a distributive system of parkway type accesses. Not only would this solution solve the Provincial problem, having a western route, maybe even Cedarview and signed if you wish, built to divided parkway standards, but would also solve the industrial problems of the area? Additionally it could accomodate a signed tourist entrance, perhaps linked to a State or ceremonial route from the airport to the Capital.

vi. We have repeatedly expressed the view that the Regional problem is an East-West one not a North-South one. There are about 10 roads that could all be made 4-lane in the North-South direction,[3] yet our problems are on Queensway, Carling and Baseline. It has been pointed out that you are collecting this North-South traffic into the East-West direction thus making the situation worse. Can you comment on this?

vii. What is the cost in 1984 dollars?

In 1982 the cost was $90 million, this increasd to $100 million when the major curves were added on Stony Swamp and the 416/Queensway interchange was 'improved' with the re-aligned Queensway. Since then the cost has been augmented by the appearance of a totally re-aligned Acres Rd., and two years have elapsed with construction costs rising in the order of 9% per annun. This is the basis of the current $130 million prediction figure. Is there a better 1984-dollar figure than can be justified?

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[3] To reinforce this argument, it should be pointed out that a local Regional problem in the North-South corridor was recently eliminated, with immediate and marked improvement to an acceptable level of service, by a partial upgrade of a portion of Greenbank Rd. to 4 lanes. Not only can this upgrade be extended to the South, but this action can be applied to all of the North-South roads, as and when the need arises. Contrast this situation with the current 7-year project on the Queensway.

What typically is the figure that the Region will contribute in addition to this figure to upgrade Fallowfield and Knoxdale roads to the four lane requirement? Is Provincial financial help anticipated or considered to help with the upgrade of these Regional approach roads, or will it mean a period of penury for other Regional projects?

viii. The South Urban Community is identified as a major factor if not the major factor in this 416 issue. The 416 and the South Urban Community figure prominently in Regional documentation as being strongly linked developments. Furthermore, the previously referred to Citizen article, written at least partly from data you had supplied, pinpoints most of the projected traffic volumes as coming from the South Urban Community.' Why has this factor not been identified previously as being of major import? What are the expected growth figures and total impact of the South Urban Community on the 416 project? Is it expected to supply most of the 416 traffic, as implied by the figures in the above referred-to article, and by what timescale?

ix. We have maintained that the pressures on existing Highway 16 will not be alleviated by the route 416. We both agree that most of vehicles on Highway 16 are commuter, and I acknowlede you have not accepted a figure as high as our 78%. Yet you maintain that Cedarview will help Highway 16. How and why?

As a related point, your figures show U.S. tourist traffic as 1.7% of the Highway 16 load. This percentage will not significantly alter the loading, but notwithstanding that fact is it your intention to sign Cedarview as the tourist entrance and route tourists out West, along the Queensway and presumably along Kent St. as a scenic entrance. Is this considered preferable to the existing, admittedly oversubscribed, but direct route along the Rideau? Will those tourists not look at a map and choose Highway 16 anyway?

' We have pointed out that there are dangers inherent in arbitrarily associating traffic patterns with population growth. Now, and a further level away, anticipated traffic is being linked to housing starts and even expected housing demand in the South of our region. This has reached a point where one must consider whether discussion along these lines has any meaning. It must be stated once again that a model for traffic prediction is essential to meaningful decision making on the need for this 416 project.

x. The weights that the Task Force attached to various factors that were asessed, are not justified. The Environmental factor, this includes woods, wetlands, environmentally sensitive ecosystems such as the Stony Swamp is weighted with 8%. Factors such as Staging and Aesthetically-pleasing do almost as well, in fact together they rate 10%. Agriculture does poorly, and is not considered a factor in its own right, being lumped together with industrial access and property considerations (for some unknown reason) only gets 12%. Service Continuity, and again there is no clear definition of this gets a massive 29%. There is no way that we can consider this a rational weighting function. How can such valued resources get such little consideration alongside these other factors. Although a subjective issue, this is fundamental to the project. Yet not only are there no explanations but our question is repeatedly dismissed. Please justify this weighting rationale, and preferably give references to previous studies that addressed this question of weighting and that were considered at the time by the task force?

xi. Finally, in this section dealing with our objections on planning grounds, one special interest point is added: Ecoplans, the environmental consultants engaged by MTC to give an independent assessment of the impact on the various features, has identified that Stony Swamp is a major sensitive ecosystem and that at all costs the route must not be depressed as it crosses the swamp. They state that if it is, the drainage, which they identify as being to the East, will certainly over the years destroy this valued wetland. However the route passes over the South-East corner and marked 'depressed'. Why is the advice of your consultants not being followed, and what can be done?

Other questions and observations, perhaps of lesser importance, are:

i. The appendices to the MEA report pejoratively misrepresent our opposition. Not only have items of record such as the 73 pages of the Trend-Arlington petition received no mention, but documents have been included from other subjects. Some of this supporting documentation has been taken out of context, and also some completely obsolete records have been included, apparently to show current support for the choice of the Cedarview route. Maybe this was oversight but may we have assurances that in future such records will be minuted impartially?

ii. Repeatedly, statements have been made by proponents of the Cedarview choice for the 416 corridor, that if we fail to 'grab the opportunity now' for this Provincial funding, then it will be withdrawn and some other region of Ontario will benefit instead. This argument is causing us some difficulty, not leastly because it is so difficult to refute. Our position, and backed by Mr. Mitchell MPP., was to attempt to get some of this funding used to link the 416 with a multi-route distributive access to all of the National Capital Region. Not only has Province regularly given grants in the past for specific developments to help traffic flow in metropolitan areas, it will presumably continue to do so in the future.

However, the implication that our area loses unless it takes whatever is offered, has no place in this supposedly open forum, and is quite counter-productive to the search for the best solution to the question of access to the Capital. It is difficult to justify the rationale for presenting this apparent effront to logical debate on the issue, and we would ask you to indicate your disassociation from this position.

iii. It was stated that a cost-benefit analysis would be completed by MTC sometime during the pre-submission period. In particular this document was supposed to refute the university study that was so critical of the Cedarview choice primarily on its lack of cost-effectiveness. May we receive two copies of this document, even in draft form if that is the status at this time?

iv. May we also order a copy of the Environmental Assessment together with all of its appendices, as soon as it receives the final version approval?

There is some interest both amongst community associations and local government to some of these points I have raised. With your permission I will await your response and convey both the questions and answers to these people. It would be greatly appreciated if your responses were in the same order as our questions.

Any other comments you wish to add would be much appreciated and considered a valuable contribution to this issue. Assuring you of our interest and cooperation in this issue and hoping that we can work together towards achieving a high degree of agreement.

Yours faithfully,

Bruce Pearce, Anti-416 Expressway Group

Copy: Hon. James Snow, Minister MTC
Hyman Soloway, Q.C.

Regional Council Sept 23   B PEARCE

(This statetment is an addendum to the one of Sept 16
1350 words = 13 minutes)

The public input of last week has by nov mostly been analysed. It is not my intention to be repetitive, I will concentrate on the clarification of a couple of critical points. I hope to field your questions and I unreservedly want the best shot(s) on any points of disagreement.

The first point concerns my contention that the development shortage is unnecessary and not a logical consequence of RMOC development. If I may, I will combine this point with my cry for a more open forum. Last week I asked that more of the issues of contention with other government agencies be documented and made available to the public. Where for example was documented the NCC position on this RMOC Plan. To address both issues I will quote from the unpublished NCC position of September 1984;

On the inner core:

> 'The NCC is prepared to discuss the development of appropriate activity nodes along the transitways inside the inner limit of the Greenbelt where it appears Federal lands could play a role. .....there is potential for cooperation'

On the South:

> '... airport noise cones affect large parts of the proposed community, and the Federal government will be concerned with protecting options for future airport expansion.'

On the traffic problems of the East Urban Community:

> 'RMOC has been advised consistently....(NCC will) not extend Eastern Driveway to Orleans.
>
> '...the NCC is prepared to facilitate the use of its lands for an upgraded Innes Road including the Blackburn Hamlet Bypass.
>
> 'The alignment option for the Bypass which is acceptable to the NCC is already well known (by RMOC)
>
> 'The NCC is also in favour of an early extension of the transitway to Orleans and is prepared to cooperate where possible to bring about its implementation. As stated above the proposed extension of the Eastern Driveway to Orleans is not an option.'

On the Western traffic:

> 'There are serious problems, however, in regard to the proposed Knoxdale-Richmond-Fernbank connection. Such an artery would seriously undermine our efforts to protect .... major conservation'.

On development in general, outside the Greenbelt:

> '... very unlikely therefore that the Federal employment will play a major role in achieving the Region's growth strategy for the developing communities outside the Greenbelt'

If I may pick up on one point, that of the inner core: The position that the inner core is not a viable growth prospect is not only untenable, but if my growth expectations are anywhere near close, we have a danger of core decay in the future. NCC, the largest land-owner, is offering help and cooperation.

Additionally, RMOC planners lobbying Barrhaven community association a couple of weeks ago, used as an argument; 'Act now or Ottawa will absorb all the growth.'

Rideau Conservation point out the dangers of neglecting the inner core, and incidentally support the concept of distributive acces to this core.

It looks like development interests against the rest, but as I am solely presenting facts today I think its appropriate to not comment further on this one.

The other point that I would enlarge on is this concept of guaranteed growth that RMOC planners use.

I firmly believe in the growth patterns we have outlined; the Regional growth figures that we have been studying and publishing over the last two years.

Stats Canada (1983) gives the growth across the nation to be 1.7 children per couple. Without going into detail this implies in round figures a population decrease of 50,000 anually. Currently this is more than offset by medical advancements (I think female life expectancy has risen by ten years since 1950). This longevity increases our population figure by, again in round figures, 75,000 a year.[1] These 'Golden Age' folks have for many years served our future well, and it is also noteworthy that many do invaluable service of a volunteer nature in the Regional Municipality . However this is not a contribution to the GNP, and often these people need special facilities and sometimes subsidized shelter. In short, not only is this a temporary indicator, it cannot be used at all to forcast what the planners think of as growth. Explicitly, the quoted 1.4 children per couple (RMOC Development Strategy page 13) means that after a generation, say 29 years, a population now of 540,000 will decline to 400,000 plus a 'longevity factor'. That latter depending on medical progress beyond today. Mr. Wright has downgraded his century-end expected figure to 76000. This is an impossible disagreement with my figure. I cannot help but point out that if you apply the same corrective factor to the 1984 maximum/minimum slopes that had to be aplied retrospectively to the 1971 graphs, the answer is clearly negative growth. What is conspicuously absent from RMOC documentation is quite simply the population and growth figures for Ottawa, Nepean, Gloucester, Vanier, Rideau etc., individually. This would certainly help.

---

[1] Another major factor is the fertility age, the mean child-bearing age across the population. This social factor does not seem likely to undergo a rapid and appreciable change and has not been considered.

It is worthy of note that the MTC, in forcasting local traffic patterns pertaining to the study on the 416 corridor, do not attempt to defend their usage of a 3% figure for continuing growth. My requests for justification only get the comment that the best available data is being used. My letter of about 5 weeks ago, that you all received a copy of, is as yet unanswered except for an acknowledgment of receipt.

If growth was assured and the core was guaranteed, then I would have little problem with SUC, but not at the Rideau/Jock confluence. (A couple miles West is marginal resource, but not acquired by developers because of the more obvious development risk.) Indeed,in light of the decline in trade between our area and Montreal, the SUC would in retrospect have made more sense than the Eastern one. But obviously, I hope, one is not going to abandon the Eastern community at this time.

It is only very recently that the enormity of the mistake has occurred to me. The East has real employment problems, it is a dormitory. Not only has it employment problems but it has access problems. The proposal will exactly duplicate this situation in the SUC. The Glebe have pointed out the problems of their area, and quite rightly so. There should not be further congestion in such an area as this for any reason, if at all possible.

As well as not being able to afford to duplicate this problem. we can not afford to duplicate any of the wonderful services that are essential to a vibrant region, the museums, the galleries, the NCC attractions and the cultural/heritage sites. The population outside the Greenbelt must be more intgrated towards these facilities, both to increase the atmosphere of Regional integrity and to try and augment attendances to ensure financial self-sufficiency.[1] The Regional concept is very important to us all, I again make the cry for more material to be published - not more Regional documents - but more of the raw data such as the input from other government agencies.

To conclude, there is not the growth and we cannot afford a third satellite at this time, and further, a distributive transportation network is demanded now to protect the inner core.

---

[1] I note that the Great Canadian Theatre Company will close this year if it fails to get financial help. I am not a patron and rarely have time to attend, but I feel we can ill afford to loose this low cost asset to the National Capital Region.

The SUC is not needed in 1984 and the next few years growth, or lack of it, will show the patterns more clearly. There is an indecent haste with which the current round of talks are taking place, partly because influental individuals want a firm platform from which to launch their future ambitions in 1985, and partly because growth patterns are going to show major flaws in the once-sound Regional plan. Much more thought is required at this time on the RMOC plan to avoid, possibly irretrievable, fiscal and environmental problems.

Bruce Pearce, Anti-416 Expressway Group

Copy: Hon. James Snow, Minister MTC
Hyman Soloway, Q.C.

830-2

Regina Community School Council,
2599 Regina Street,
OTTAWA, Ontario.

October 9, 1984

OTTAWA-CARLETON
RECEIVED
4:00
OCT 10 1984
CLERK'S DEPARTMENT

Barry O'Gorman,
Secretary,
Regional Planning Committee,
222 Queen Street,
OTTAWA, Ontario.

Dear Mr. O'Gorman:

We have recently been informed of the Transportation Links, in particular the Britannia arterial conceptual link, as proposed by the Official Plan of the Regional Municipality of Ottawa Carleton.

Our concern about this proposed plan is that it will mean the eventual devastation of our community. Although we are fully aware that this is a global conceptual link to satisfy the needs of increased traffic caused by growth in other communities, we are confident that you and your committee do not wish to see the eradication of several communities to accomplish your goals.

We implore your committee to look at alternatives in terms of the following:

a) cost to all communities;
b) destruction of Britannia Park;
c) schools with a four lane highway adjacent;
d) extermination of the Conservation Area;
e) decreased access to Britannia Village; and
f) demolition of the recreational path (bike path).

The Regian Community School Council strongly supports the efforts of the Britannia Hard Services Committee and we recommend that the proposed Britannia arterial not be implemented.

Should there be any further developments in this matter we request that our council be informed.

Yours truly,

Elizabeth A. Rafuse

Elizabeth A. Rafuse
Regina Community School Council

830-2

2748 Howe St.
Ottawa K2B 6W9
October 11, 1984

Mr. Barry O'Gorman
Secretary
Regional Planning Committee
Regional Municipality of Ottawa-Carleton
222 Queen Street
Ottawa, Ontario K1P 5Z3

OTTAWA-CARLETON
RECEIVED
10:00
OCT 16 [illegible]
CLERK'S DEPARTMENT

Dear Mr. O'Gorman;

My husband and I were shocked to learn that the Britannia "Parkway" (Arterial) is still in the Regional Plan. How can your planners deliberately plan the destruction of a unique neighbourhood, as well as the Britannia Park recreation areas, our beautiful bicycle path, and the Mud Lake Conservation Area? Yet building a "Parkway" carrying 1700 cars per hour directly through the middle of our community will do exactly that.

The Britannia Parkway is totally unacceptable. It should be removed from the Regional Plan immediately.

Sincerely,

Charlotte Rigby

Charlotte Rigby, Ph.D.

cc Chairman, National Capital Commission
President, Canadian Nature Federation
President, Federation of Ontario Naturalists
Mr. David Daubney, M.P.
Hon. Reuben Baetz, M.P.P.
Members of Regional Council

BRIEF TO THE REGIONAL PLANNING COMMITTEE

REGIONAL DEVELOPMENT STRATEGY
(OFFICIAL PLAN REVIEW)

OCTOBER 16, 1984

A growing City or Region is like a big kid, all arms, and legs, running, stumbling, groping, at times asserting its' presence, but not sure where it is going or how it is going to get there. Here is where caring, loving, understanding direction is needed, all aimed at the end result --- a responsive, responsible, well adjusted personality.

And if that caring direction is not there? --- a sad or mean spirit, inwardly collapsing, and bringing joy to no one.

In a Region, as in a human, we attempt to mend the wounds, cover the scars, but it is painful, slow and always less than satisfactory.

Today, we have the opportunity to direct the growth of our adolescent Region. We have the opportunity to create a model or a monster. This creation can not be left to chance or be stampeded by political expediency. The future should be our only aim, not what is politically popular today.

My general comments will relate to a number of the recommendations. Later remarks will address some specific recommendations.

Employment in nodes in conjuncton with the transitway appears to be excellent planning. Federal Departments, as they expand, should be enticed to locate in these nodes as opposed to the City Core.

The three urban centres outside the Greenbelt have been referred to as satellites, which is a misnomer. They are too close to the Central Core and as such employment control would be impossible,. True satellites are self-contained and should be approximately 40 miles from the City. Satellites, which failed as true satellites, have been well documented in the United States.

Thus the best laid plans for employment in the communities outside the Greenbelt can conceivably fail. Traffic chaos results and the monster is conceived.

Planners and politicians say growth can not be controlled. I feel it can be with Provincial assistance and an "Eastern Ontario Development Goal", rather than limiting our horizon to the Region. The Ottawa Valley towns could use some industrial development. They have been struggling for years to support services on a small tax base. Mitel already has a presence in Renfrew. Why not a true "Silicon Valley North"?

You may ask about our own tax base. With the high cost of services and infrastructure our position, even with growth, will not improve. Remember with the increase in population goes increased crime, garbage and sewage disposal problems, to mention only a few added expenses.

In the discussion leading to recommendation 7 it was stated that several traffic routes would be considered and all would generate considerable public debate. This is an admission that communities will be disrupted by traffic growth. Some traffic growth is inevitable but the high growth figures would certainly bring havoc to existing communities. Is it good planning to sacrifice the older communities? The monster appears.

The modal splits for transit are extremely optimistic. Maybe we should talk to the transportation officials in Los Angeles before assuming anything.

Recommendation 7 also refers to a transit corrider and consideration of a south route. The Merivale Corridor designation was lifted from the Official Plan by a Council motion in June 1983 and is no longer an option.

Also in recommendation 7, does the cost of infrastructure have no bearing on the acceptance of the Development Strategy

Recommendations?

Recommendation 8 flies in the face of recommendation 9. How can the Region be serious about protecting agricultural land when it is prepared to let so much Class 1 and 2 land go for development.

This is no better than the sin of the Niagara Escarpment unless you feel grapes and peaches are more important than corn. Corn yields in Nepean have been known to surpass Middlesex County and Middlesex is the "Corn County of Ontario".

Attached is an editorial - Globe & Mail, July 18/84:

"Our Vanishing Soil"

A sobering article when you think in the year 2000 the U.S. food exports will drop to zero.

Many people have given up excellent job opportunities and promotions in larger, congested centres to live in our Region.

They like Ottawa-Carleton, it has a managable population. It is large enough to have many amenities, easily reached. It is a pleasant, people place.

In the year 2001 our adolscent will be a big lad. Will it be a monster or a planners dream?

It's in our hands.

Respectfully submitted,

Margaret Rywak.

*Note - This brief is a reflection of my views as a concerned resident. I also speak for many residents who have expressed their concerns to me. My views are in no way a reflection of the views of Nepean Council.

Council Rywak added at the end of her presentation, that she supported existing Barrhaven reaching a population of 24,000-25,000, as planned.

[illegible] Managing Editor [illegible], Executive Editor
RICHARD J. DOYLE, Editor Emeritus
WEDNESDAY, JULY 18, 1984

Our vanishing soil

The common human tendency to look back with fondness on the good old days is often an exercise in self-deception created by selective recollection and an inclination to give superior lectures to a new generation. Yet veteran Canadian farmers do not delude themselves when they seem to recall that the soil once produced better crops with less help.

A Senate agriculture committee report entitled Soil at Risk: Canada's Eroding Future confirms that the soil is not what it once was. Its productive capacity has become so sadly depleted that Canadian farmers are suffering a loss estimated at $1-billion a year and the country is, in the words of committee chairman Senator Herbert Sparrow, "in danger of squandering the precious soil resource upon which our entire agricultural industry is based."

The committee's inquiries suggest that what has happened is partly exhaustion of the soil by the sheer weight of productive demand put upon it. Economic necessity, international prices for farm produce and technological progress have conspired to force Canadian farmers to squeeze the last ounce of productivity from the soil. There are other problems, such as salinity and soil erosion; the loss of one inch of soil can reduce wheat yields by 1.5 to 3.4 bushels per acre, and erosion has cut corn yields in Southwestern Ontario by 30 to 40 per cent. And our evident contempt for an irreplaceable resource shows up in the form of urban encroachment; between 1961 and 1976, we lost more than 3.5 million acres of farmland — roughly the area of Prince Edward Island.

The report echoes some disquieting findings of a recent U.S. report which named declining soil quality (and quantity) as factors in the reduced capacity of that country to produce food for a hungry world. The report, by a Washington group called Carrying Capacity, noted that the average Iowa hectare of maize land lost 23 tons of topsoil to erosion every year, and that neither this nor agriculture's excessive energy consumption could continue much longer. Projections suggested that by the year 2000 U.S. food exports would drop to zero.

In Canada, both federal and provincial policies are assigned some of the responsibility for degradation of the soil, having considered increased production a major priority, often without regard for the longterm consequences to the soil.

The way back to healthy soil will not be easy. The report acknowledges that in these days of high costs and low commodity prices, the least expensive way to operate is often the only way a farmer can survive. Farmers, it points out, are often not able to underwrite the initial costs of some conservation practices without financial incentives or tax concessions.

There is also great need for more basic research on the causes and effects of soil degradation and for a more systematic and effective method of transferring information on soil conservation to the farmer. Establishment of soil and water conservation institutes is urged, and there are recommendations for changes to the Canadian Wheat Board quota system to bring remnant farmlands into production.

These, and many other proposals appended to the report, should make a strong appeal to our decision-makers — or at least (this being a period of election campaigning) shake a flurry of promises from those who would be decision-makers. The writers of the report have done their best to inject urgency into their proposals; something more than vague assurances will be expected.

A BRIEF SUBMITTED TO: REGIONAL PLANNING COMMITTEE

RE: PLANNING STRATEGY IN NEPEAN

The Regional Council by By-Law 118-74 of July 12, 1974 amended the Draft Regional Official Plan of June 1974, and adopted a south urban satellite community in place of Carlsbad Springs. Contrary to the requirements of the Planning Act, this major change so late in the planning process was implemented without an in depth study or public participation.

Within a week of the amendment of the Regional Official Plan, Nepean Council approved two major motions in one night;

i) Motion 428 freezing 5000 acres of land in the name of a 'Regional Dump Site', and

ii) Motion 429 freezing 7500 acres towards a 'satellite south urban community'.

A total of 12,000 acres of land were frozen, literally sterilised, in one night, without the owners of the affected properties being made aware of the fate of their lands. This move by Nepean Council was contrary to the Planning Act c.349 RSO 1970 Section 12(1)b which states;

> "...the planning board shall hold public meetings and publish information for the purpose of obtaining the participation and co-operation of the inhabitants of the area in determining the solution of the problems or matters affecting the development of the planning area..."

Yet Nepean Council rode rough shod over the property rights of its ratepayers by approving a number of restrictive land use motions and by-laws.

On December 12,1974 a draft restrictive land use by-law was presented to the Planning Board, who approved January 13,1975 as date to present the by-law to Council for approval. Realising that there was no motion in support of the proposed by-law, a Special Meeting of Nepean Council was held at 10 o'clock that night and Motion 722 was approved 3 hours after the Planning Board had already set a date for approval of the restrictive land use by-law.

The Motion 722 reads "...Whereas the Rideau River is presently under study...no building permits be issued within the designated area.. pending the outcome of the study...".

I wonder how the Planners undertook the study of the snow-covered Rideau River within one month not forgetting the Christmas and New Year holidays is still a mystery. It would appear that the Planning Department indulged in armchair study of the Rideau River in support of the proposed By-Law 14-75 which was approved by the in-coming, recently elected Council on January 13,1975.

Reaction from a stunned audience: "...you are down zoning my property, and do not find it necessary to even inform me...".

Reeve Haydon: Public meeting on the issue would not have served a useful purpose...

Audience: "...There were no meetings, no letters. We were not even informed, that the zoning on our property would be changed. Surely there must be a better way. Why all the secrecy...".

Mr. Leathem (Planning Director): "...the law requires a municipality to contact the residents only after a by-law has been passed (Ex.1)...".

This statement by Mr.Leathem was not only incorrect, but deliberately misleading. The relevant section of the Planning Act tells a different story.

The By-Law 14-75 was never referred to the Ontario Municipal Board, because it underwent three major amendments, reducing it to a skeleton that the Township would have difficulty to defend eg all lands north of the Jock River within the Interim River Corridor were exempted with ONE EXCEPTION, the Sinha property, the last remaining small parcel of residential R1A land building lot was still held under Conservation zone.

Ten years ago the Township expropriated 32 acres of residential land along the north bank of Jock River and west of HWY 16 towards an Eastern Node Park, it yet remains to be developed. Next on the shopping list was the 183 acre Burnett farm for a future golf course for the south Nepean community.

Upto this time the 1972 Nepean Official Plan was the implementing policy. Unfortunately, the plan was in conflict to the policies being implemented by Nepean politicians eg nowhere in this Official Plan was any mention made of implementing restrictive land use or the sterilizing of land or expropriation of lands nor any mention of a satellite urban community in south Nepean. The 1972 Official Plan was therefore scrapped and a 1975 Plan was in the making. In this new Official Plan:

- i) the Barrhaven extension westward got lost in thin air.
- ii) the Cedarview-HWY 416 corridor Mr.Haydon's top priority got scrapped.
- iii) the Woodroffe Project with its Industrial Park and a community of 10,000, Mr.Haydon's One Million Dollar dream, begun to slide down the hill.
- iv) all efforts were directed towards establishing a satellite community in south Nepean with the Merivale Corridor as the HWY 416.
- v) restrictive land use policies were written into the Official Plan eg:
  - a) all wooded areas and the ravines shall be acquired above and beyond normal park requirements (p. 15, 1975 NOP).
  - b) all conservation zoned lands shall remain primarily as "Open Space". It is Councils intent to ultimately acquire all such lands (p. 46, 1975 NOP).
  - c) a wide band along the Jock and Rideau River has been designated on Map Schedule 1 and 2... and within these general corridors it is Council policy to obtain all open shore line for public purpose (p. 47, 1975 NOP).

Based on the policies incorporated into the 1975 Nepean Official Plan, Council approved yet another restrictive land use By-Law 87-75 on September 8,1975, placing the entire length of the Jock River under Conservation and Restrictive zone.

Prior to By-Law 87-75, Nepean had already started expropriating land in the Jock River area. Nepean offered Mr.Burnett $160,000 towards his expropriated farm and chatel; whereas the Land Compensation Board awarded Mr. Burnett $300,000. The Township realizing that it could not afford to gamble on future expropriation settlements, despite Mr.Haydon's statement "...Nepean spends $600,000 to One Million dollars annually to acquire land...", a way out had to be found to reduce the land prices.

Once again the short lived 1975 Official Plan was laid to rest, and a 1976 Official Plan enacted with new policy statements and by-laws:

- i) lands subject to erosion or flooding... no construction , building, filling or extraction, cutting of trees or alteration of the topography will be permitted (p. 46, 1976 NOP).

ii) Council does not necessarily intend to purchase ... nor shall
the Township be obliged to accept such lands as a required
sub-division charge or dedication ... (p. 46, 1976 NOP).

The path was now cleared to introduce yet another, in the series of restrictive land use by-laws. By-Law 73-76 a more restrictive zoning by-law sterilised over 3000 acres of rural land under the Flood and Fill line designation. The by-law prohibited farmers from re-building barns, if burnt down; restricted the building of silos, also the placing of manure within the flood plain. Once again the by-law was approved by Council without prior public participation or consultation with the residents most directly affected. With these restrictions in place, Council was confident that the farmers would be willing to give away their farms, and Nepean standing around the corner would offer to purchase these lands for peanuts, making a farce of the concept of "a willing seller and a willing buyer".

The by-law 73-76 was forwarded to the Ontario Municipal Board, who held a hearing in 1977 and delivered their verdict in August 1978 approving the by-law with its restrictive policies.

A few years latter, and here we go again, the By-Law 73-76 was replaced by By-Law 92-82, placing an additional 2000 acres of land under flood plain jurisdiction. Learning from previous experience, the futility of opposing the municipality before the OMB, the farmers did not offer any resistance, and in it also not a coincidence, that on each occassion, the OMB hearings are held during peak farming activity.

Talking of flood plain elevations, the whole of Ottawa as a region (not the municipal jurisdiction) has an elevation of 210 - 310. SandyHill has an elevation of 210, Vanier 190, Richmond 300 feet, whereas the south urban community lies between 290-300 feet and Nepean flood plain is at 310 and below (Ex.2-8). The farmers in Nepean are being treated no better than the poor souls in Russia. Madam, the municipality you represent and the RMOC have been chopping the hand that feeds us, our lands and homes have been taken, without our signature not for a road or a school or municipal utilitity, but to provide Open Space. Madam, 90% of Ontario lands are owned by the provincial government (Ex.9). We have lost not only our lands, but our purse fighting for our rights, paying lawyers to fight a prejudiced and biased OMB, appraisers, expropriation hearings, compensation board etc...

Canada is a big country with a small population and we have been asked to put our faith and trust in municipal authority, as grass root democracy, why don't you respond to our cry. If we allow to go unchallenged, what has been happening in Nepean, and condoned by the Region and the Provincial Government, we will be well on our way to a dictatorship that does not recognise the property rights of the individual citizen. I dare, Yes I dare to speak in this manner, without the fear of being picked up, never to be seen again, because I am a Canadian; despite the fact that a challenge to Nepean and demand for information is met with letter of threats from the Nepean Solicitor.

I have attempted to recount the planning strategy in Nepean, a member of the Regional Municipality Ottawa-Carleton; and I may say that this is not the end of the Nepean saga. Covert and behind the scene policies are still the corner stone of Nepean politics.

In conclusion "... never in the history of planning, have so many hastily written laws, by-laws and official plans been approved; and so much sacrifice demanded of the farmers and rural residents of the municipality, for the benefit of a few...".

October 16,1984

Mrs. M.SINHA

M. Sinha

A CONCERNED NEPEAN RESIDENT

Mrs. M.SINHA
1893 Prince of Wales Drive
Nepean, Ontario
K2C 3J7

ms/MS

JAN 16/75

A number of Rideau River front residents are skeptical of Nepean township council's view of "anticipatory . . . democracy . . . based on leadership, initiative and participation."

Several residents were upset with a new zoning bylaw regulating land use in the Rideau River corridor, passed by council Monday.

Residents complained they were not given enough information on the new bylaw which sets aside prime river front property for conservation purposes.

"You are down-zoning my property, practically expropriating me, and you do not find it necessary to even inform me," said one unhappy resident.

Township officials said that notification of the bylaw will be sent to residents directly concerned.

Reeve Andy Haydon expects this will result in an appeal, and a subsequent hearing before the Ontario Municipal Board.

He said a public meeting on the issue wouldn't have served a useful purpose.

The bylaw was approved last December at a public planning board hearing.

Reeve Haydon said the bylaw makes law policy adopted by council for two years.

"You did not deal with us in the spirit of friendship and co-operation" promised by Reeve Haydon in his inaugural earlier in the evening, complained Leopold Sipolins.

"My objection is to the treatment," he said. "There were no meetings, no letters. We were not even informed the zoning would be changed. Surely, there must be a more suitable way to approach taxpayers. Why all the secrecy?"

Planning director Bill Leithem said the law requires a municipality to contact residents only after a bylaw has been passed in council. He said residents would receive notices of the change in about three weeks.

Nepean has been working for the past two years to achieve this conservation policy for the Rideau Corridor.

"If we do nothing, the land will be developed in a haphazard way for all the wrong reasons," said Mr. Haydon. "It is wrong to have all our waterways owned by a fortunate few."

Council's ruling is not final. Any resident can take the zoning to the Ontario Municipal Board and request a hearing. Reeve Haydon said he is sure a hearing will be necessary.

Ex. 1

CENTRAL REAL PROPERTY INVENTORY (CRPI)

At the present time 34,504,778 acres (13,801,911 hectares) of Crown land are recorded in CRPI. This expanse — 53,914 square miles (140,176 square kilometres) — corresponds in area to a strip of land more than 2 miles (3.2 kilometres) wide completely encircling the earth.

The Head, Central Real Property Inventory is available at 998-4618 to answer questions pertaining to CRPI.

Ontario

Ministry of Natural Resources

Hon. Leo Bernier
Minister

Dr. J.K. Reynolds
Deputy Minister

The area of public land in Ontario is enormous — almost 90 per cent of the Province's 412,000 square miles. And the figure is actually growing because, although some public land is transferred to private hands each year, private land is also purchased by Government to provide land for its many and varied projects.

In Ontario the Provincial Government is the largest owner of land. Ownership by the Federal Government accounts for only a small percentage of public land in Ontario, principally in the form of national parks, military bases and land for Federal buildings. Ownership by municipal governments is similarly small.

Land owned by the Provincial Government is often referred to as Crown land. In

1. The Government of Ontario owns 237,310,000 acres. This equals to 90% of the total Ontario Lands. The remaining 10% is shared by the Federal Government, the N.C.C., various River Conservation Authorities in Eastern Ontario, School Boards, Hydro, Municipalities, developers, farmers and the individual private citizen.

2. The Federal Government owns atleast 1,482,000 acres in Ontario.

3. The Eastern Ontario River Conservation Authorities own atleast 25,000 acres of Ontario Lands.

4. In Ottawa-Carleton the public ownership in land is distributed as:

GOVERNMENT AND SEMI-GOVERNMENT LAND OWNERSHIP INVENTORY

An area of 13 miles encircling the earth.

AGENCY	ACRES	
Government of Ontario Lands	237,310,000	
Central Real Property Inventory	34,504,778	An area of 2 miles
Federal Government in Ontario	1,482,000	encircling the earth
National Capital Commission (NCC)	47,000	
Carlsbad Springs (Federal-Provincial)	9,500	Total 15 miles
Federal Experimental Farm	1,200	
Eastern Ontario Conservation Authorities	25,000	
Ontario Hydro	2,500	
RMOC (Proposed for acquisition 1978)	110,000	(Not settled yet!)
Municipalities:		
Nepean	2,421	
Ottawa	1,025	
Gloucester	800	

Under guise of 'good for prosterity, future security and environment protection, the mighty bureaucratic Public Agencies with voracious appetite for land, want more of our lands into public ownership.

Compare the Ontario Lands Inventory in Public Ownership to that for the State of Florida, where public land inventory is 231,793 acres for Public Parks and Recreation. This works out to 0.6% of the 58,560 square miles area of Florida.

Florida has successfully met the challenge for Open Space and Recreation facilities for its local and transient tourist population through the private development of recreation and outdoor facilities.

Page 14, The Citizen, Ottawa, Friday, June 8, 1979

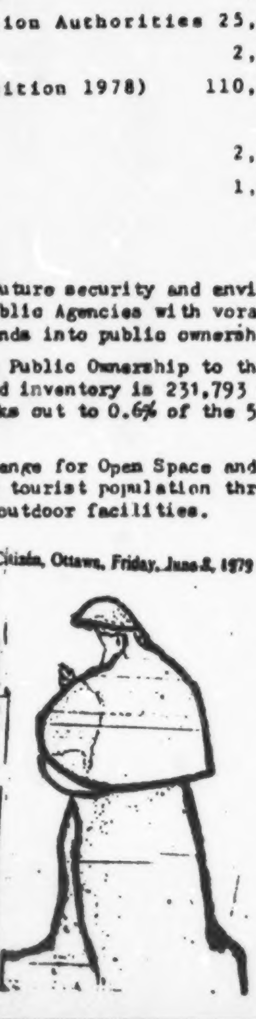
...is largest in Poland

Work, the family, and the "right to land" were the pope's main themes.

The right to work and the right to land, he said, were "the great fundamental rights of man."

In spite of industrialization, "the right to the land does not cease to form the foundation of a sound economy and sociology," the pope said.

Unlike many other communist countries, farmland in Poland is

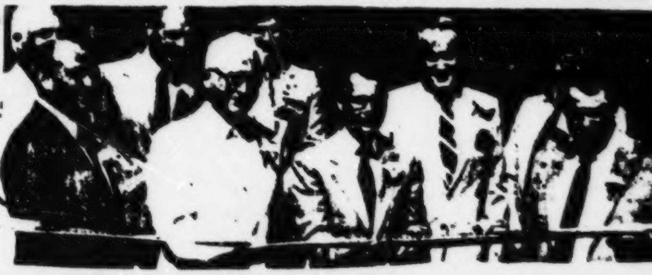


Ex. 9
264

Why do they call me Haydons puppet

why do they say I live in Haydons pocket.

It is not fairzzz.



Haydon

Lloyd Francis

Claude Bennett

Ben Franklin

Hwy 416 ? ? ?
Nepean moved country estate Lots from marginal resource to right on top of mineral resource right next to Cederview Corridor Link. Hoping these millionaires would kill the Cederview Corridor Link.

How did you manage to move country estates from marginal to mineral resource area.

Easy. we put the Regional dump right next to marginal resource.

SUC was bang in the middle of Hearts Desire and marginal resource area. If Country estate lots got developed on marginal, SUC, KAPUT.

Hwy 416 ? ? ?:- Nepean even spent 10.000 Tax Dollars to try and stall the damn thing. What else Could we. DOOOO••

---

4 Horses of Apocalypse

Haydon and Franklin have joined the tory Camp.

How about you Francis

well Claude, you do something about the SUC First...

Patience my BOY

A FINAL REMINDER

Before the Regional Council makes its final decision on the South Urban Community in Nepean, the following should be taken into consideration.

	Present Population	Projected Population
KANATA	22,000	100,000
ORLEANS	23,000	100,000
BARRHAVEN	10,000	27,000

The above communities have been identified as FIRST PRIORITY URBAN AREAS outside the greenbelt. Sould one not provide these areas with adequate regional services, before Council commits itself to development in other new communities.

Is the Nepean south urban community, really necessary at this stage in regional development. In the Appendix (p.39) to Nepean Official Plan (1975) it is clearly documented (Ex. 1) that exclusive of Bridlewood (now in Kanata) and the projected south urban community, there is enough room to accomodate an additional population growth of 58,740 over today's 90,000 population count.

Item 61 of the OMB decision dated October 11,1979 on the Regional Official Plan states;

Section 3.2.8 page 3-28 under phasing of Sanitary Sewers and water be modified to read;

> "Council is considering the provision of piped services to the South Urban Community and, while pre-planning and design..... may continue, council intends that their construction will take place after the first priority noted above is substantially completed".

What should be considered 'substantially completed' ?

1. Have we achieved substantial population growth in the three first priority urban satellite communities outside the greenbelt.

2. Are the existing piped storm water and sanitary sewer services adequate?

   i) The existing Lynwood-Barrhaven Collector sewer is undersized, now saturated and needs replacement.

   ii) What measures are being taken to avoid a repeat of the Graham Creek backflow occuring in other developed communities. Millions of dollar damage occured, not due to a flood, but, the inability of the storm water and sanitary drains to accomodate the demand from inadeqate capacity.

As was pointed out by Mr.Tunicliffe in his presentation, millions of dollars will be needed to upgrade existing services.

3. Is the present road system ade quate?

Ottawa has been referred to as the pot-hole capital of the world.

i) The existing regional roads are at peak capacity within the greenbelt and cannot be widened, without massive expropriations.

ii) The HWY 16 is saturated and the proposed HWY 416 (if implemented) through the Cedarview Road corridor is not scheduled to begin until 1990.

iiii) Is the region in a position to create a new urban freeway to accomodate the extra traffic load from the proposed satellite community.

4. Is the Region or the School Boards in a position to provide extra schools. Look at the Barrhaven fiasco. It is the result of a rushed and unplanned development. Surely, this aspect of planning needs to be addressed before any new development is considered.

5. If in your judgement the south urban community in Nepean is warranted, the best and most economic choice is extension of the Barrhaven community westward, to provide a continued belt of urban development towards Bridlewood in the City of Kanata, as was originally proposed in the Draft Regional Official Plan of 1973 to 1974.

Finally, let us take a serious look at our priorities and reasonably finish what we have in hand, before opening up new areas.
Remember, our population explosion has not materialized and we have lowered our guesstimate to 760,000 by year 2001.
Why bite more than one can chew.

October 22,1984 Mrs. M. SINHA

Mrs. M. Sinha
1893 Prince of Wales Drive
Nepean, Ontario
K2C 3J7

Tel: 224-6513

PS: I was denied the opportunity by the Planning Chairperson to make a presentation before the Planning Committee, although my name was listed. I was the only person denied this right and opportunity.

MM/ms

Nepeans official plan
Appendix 1975

TABLE 2

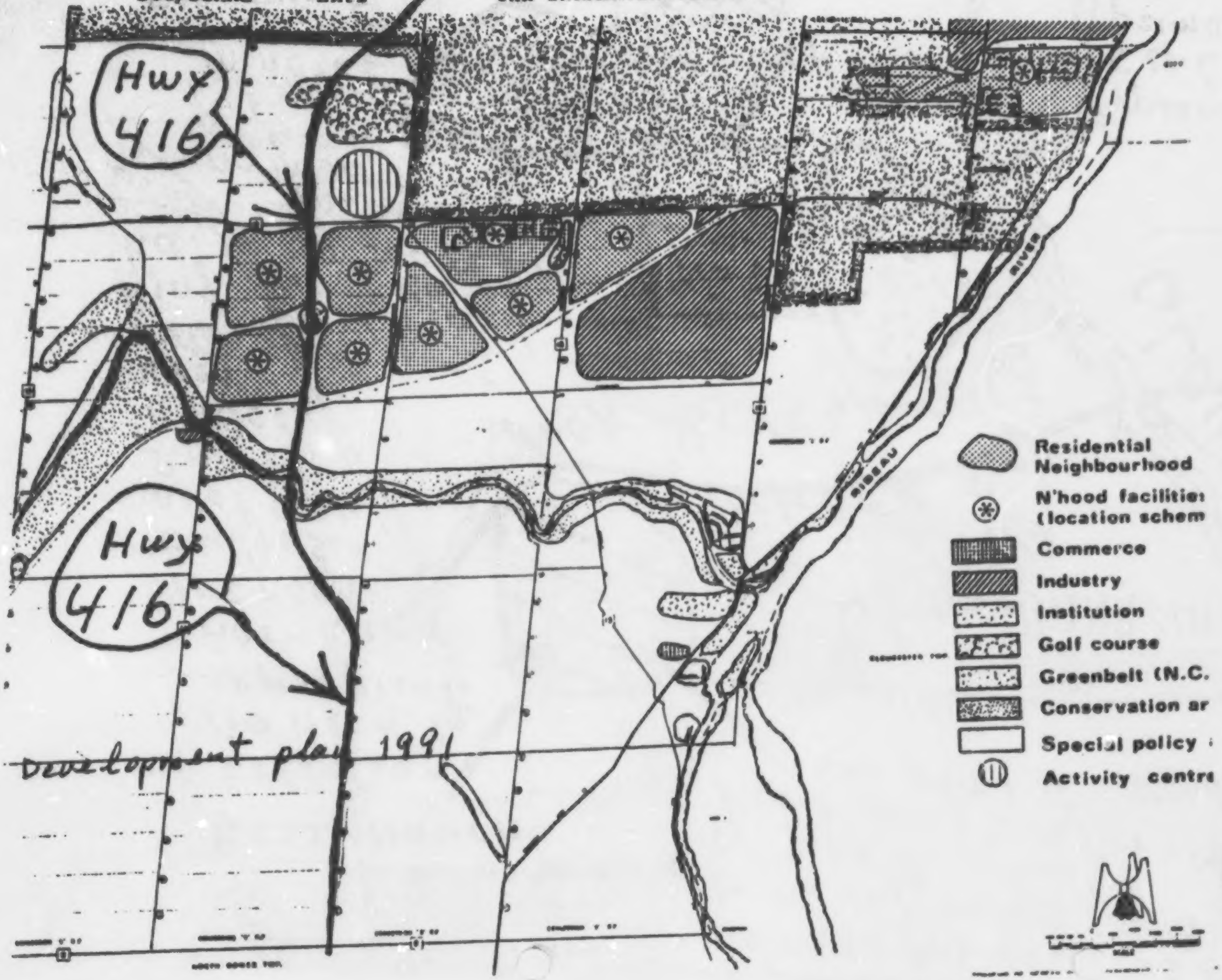
Projected Nepean Township Population Growth

	Existing (1974)	Capacity (Based on Township Analysis)	Anticipated Net Growth
Land within the inner limit of the Greenbelt	62,053	103,080	41,027
Bells Corners	7,339	13,460	6,121
Bridlewood Community	0	25,000	25,000
Barrhaven Community	2,200	27,500	25,300
Remainder of Southern Satellite City	0	37,500 (minimum)	37,500 (minimum)
Rural	2,900	4,700	1,800
	74,492	211,240	136,748

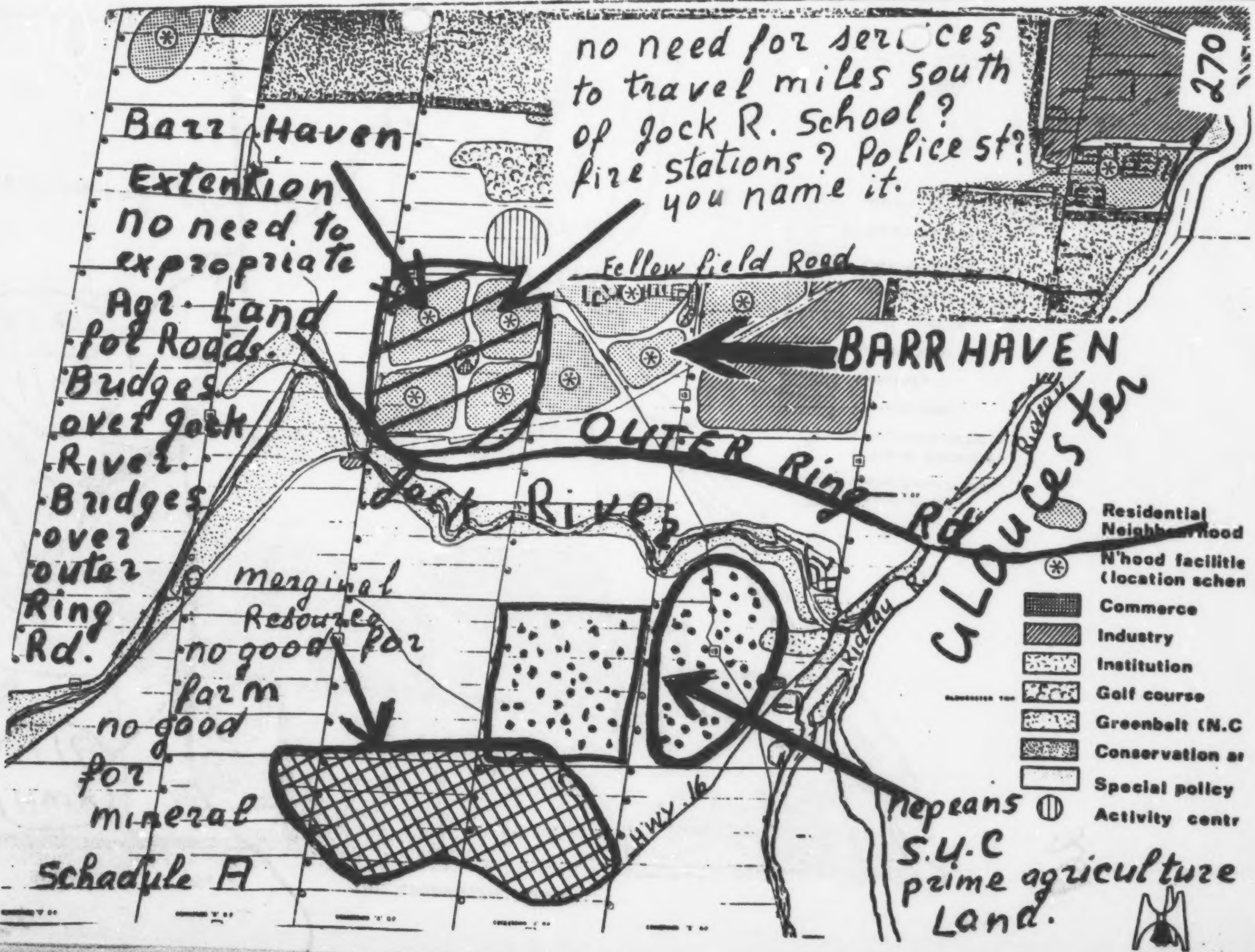
Ex1

SUC/Sinha Ex.2 THE BARRHAVEN COMMUNITY

269


Hwy 416
Hwy 416
Development plan 1991
RIDEAU
RIVER
Residential Neighbourhood
N'hood facilitie (location schem
Commerce
Industry
Institution
Golf course
Greenbelt (N.C.
Conservation ar
Special policy
Activity centre

Ex.2


270
no need for ser[illegible]ces to travel miles south of Jock R. School? fire stations? Police st? you name it.
Barr Haven Extention
no need to expropriate Agr. Land for Roads.
Bridges over Jock River.
Bridges over outer Ring Rd.
Fellow field Road
BARRHAVEN
OUTER Ring Rd
Jock River
GLOUCESTER
Rideau R.
marginal Resources
no good for farm
no good for mineral
Schadule A
HWY. 16
Nepeans S.U.C prime agriculture Land.
Residential Neighbourhood
N'hood faciliti
(location schen
Commerce
Industry
Institution
Golf course
Greenbelt (N.C
Conservation a
Special policy
Activity centr

Madam Chairperson

It would appear that the revolution at the federal scene, has been accompanied by a palace revolution at the region. Once more in the past 12 years, a representative of Nepean Municipality occupies the Chair. In fact Madam, you are the third representative from Nepean to Chair the Regional Planning Committee and I hope the transition from the previous Chairman to your person, was not a Night of the Long Knives.

I sincerely hope that in keeping with the established parliamentary rules, you will be neutral in your vote and unlike one of your predecessor, not attempt to influence the decision of this Committee to the benefit of Nepean.

Having said my piece, I will now within the alloted time attempt to draw the attention of this Committee, Regional Planners and politicians to the planning policies in Nepean and how these have shaped the Regional Planning and Development Strategy.

1984-10-16 Dr. R.SINHA

Submission to: Regional Planning Committee
On Regional Development Strategy

NEPEAN INDUSTRIAL PARKS AND SEWER POLITICS

In 1972 Nepean was a township of 60,000, and there was no regional official plan in existence; nor plans for a satellite community in south Nepean. Barrhaven was a community of 900 souls and there was no Cedarhill Estate development, to be used as pawns in the politics of HWY 416 through the Cedarview Road corridor.

The Nepean Official Plan of 1972 recognized the Woodroffe Project with its 30 acre industrial park and a 9500 residential community. If the project was implemented, Nepean Municipality would have been years ahead in acquiring a commercial tax base with minimum investment. However, the Nepean politicians started playing politics at the federal and regional scene, coming up with lame excuses to stall the Woodroffe Project. Whereas in 1974 the Woodroffe Project was unacceptable to Nepean for lack of sufficient commercial "tax base incentive" and not enough schools for the proposed residential community, in 1984 the Nepean politicians have rejected revised proposals, claiming that the development with its estimated work force, would create chaos along Baseline Road. Surely, the planners at Nepean could come up with a more original excuse. In the meanwhile, the Woodroffe site sits vacant, a silent reminder of the charade played by Nepean politicians.

The reason for placing the Woodroffe Project on the back burner, was that Nepean politicians in 1974 had planned a new satellite community in south Nepean and a Merivale Corridor transportation route was sold to the RMOC. Both the Woodroffe site and the Cedarview-HWY 416 route had to be sacrificed, since these two projects were a threat to the success and survival of the south Nepean satellite community and the Merivale Road corridor.

The Woodroffe project having soured, Nepean purchased 200 acres of unserviced land to develop the Merivale Acre Colonnade Industrial Park. The Annual Business Report for 1983 reveals that there still are at least 21 acres of vacant land in this 10 year old park. With the advent of industrial-commercial parks in Ottawa, Gloucester and Goulbourn competition for customers will increase. Despite this Nepean is embarking on yet another 100 acre 'Business Park' off HWY 16 on land purchased from Admiral Leaseholds for 2.5 Million dollars. No doubt the valiant tax payers of Nepean will have to dig deeper into their pockets to foot the bill for the greater glory of Nepean politicians.

Nepean has also initiated yet another 2.3 Million dollar venture to lay trunk sewers starting at Woodroffe Avenue south of Fallowfield Road, across non-revenue producing NCC land to Merivale Road (a regional road), then travelling northerly along more NCC land to Country Place and onto Bongard Avenue at Merivale Road north of MacFarlane Road. Neither the residents of Sewer Area # 1, nor the half a dozen residences south of Fallowfield Road were polled, yet we all are obliged to pay towards this project.

It is recognized and accepted that piped water and trunk sanitary sewer along regional roads is the responsibility of the RMOC, yet Nepean is seeking to duplicate the regional sewer system by travelling north along Merivale Road; whereas the RMOC with its west Rideau Collector sewer (Project # 6715) is scheduled in Phase II to travel south along the same Merivale Road, where it will be phased into the Barrhaven Trunk Collector sewer.

It may interest this Committee to know that there was a conspiracy of silence, when Nepean and RMOC Officials were questioned about the Nepean sewer project. All one can summate from the Nepean scheme, is that, it is a well laid plot to expedite the sewer services to the south urban community in Nepean. In support of this summation, it may interest you to learn, that in 1973 the regional politicians had already approved an expenditure of 14 Million dollars towards the south Ottawa collector from Russell Road to Borden Farm. This collector was extended in 1974 to service the Merivale Acre industrial park and subsequently extended south to enable servicing Nepean's new 100 acre business park.

In appreciation of these favors, Nepean is servicing part of the regional Rideau Collector sewer area. Our assumptions are substantiated by the brief submitted January 1974 by Campeau, Jockvale, Shenkman and Urbandale in response to Draft Regional Official Plan (1973) and I quote"..to date the south Ottawa collector

sewer has been tendered and work commenced on that portion commencing at Russel Road and terminating at Borden Farm...this sewer has been sized and planned for development in the southern growth node...it is therefore concluded that the southern growth node has always been envisioned by the RMOC as an area of significant development and in fact $14,000,000 has already been spent to extend services part way out to this development..". Does it not appear strange, that in 1973, whilst the regional politicians and planners having designated Carlsbad Springs as a haven for the population explosion of the 1980's, were already planning its Wake and the crowning of a south Nepean community as the Child of their Dreams.

If one reflects on the regional planning policies, it is apparent that these are slanted towards demands by Nepean politician both in the past and the present eg:
i)early this year Nepean approached the RMOC to set a date for start of the satellite community in Nepean. The regional planners responded with a review of "Regional Development Strategy" hearings.
ii)not satisfied with the regional timetable on sewer services, Nepean seeks to speed the process, by implementing part of the Rideau Collector system, thereby servicing to the northern outskirts of the regional satellite community identified on official RMOC Maps. From here it is but a short hop to Nepean's planned community south of the Jock River.

It is a pre-requisite of regional planning policy that the by-laws and official plans of all Municipalities conform to the Regional Official Plan. However, in the relationship between Nepean Municipality and the RMOC, the shoe was always on the other foot. It was the regional plan that was shown up as **non-conforming** to Nepean planning requirements. Year after year the **Regional Official Plan had to be amended to conform to Nepean planning policies eg:**

i)the amendment designating a high density satellite community in south Nepean along banks of the Jock and Rideau River replacing the Carlsbad Spring community (1974).

ii)approval of siteing the Regional Dump onto rich Mineral Resource area and close to the Jock River, contributing to pollution from sub-soil run-off and depriving the area of rich sand and gravel deposits sterilized by the regional dump [Fletcher and Klugman, MNR Report] (1974).

iii)by its silence, the RMOC condoned the actions of Nepean Municipality in expropriating privately owned residental land and homes, within the regional Interim River Corridor to provide "open space" for Nepean's satellite community south of the Jock River (1974/75).

iv)approval to transfer Country Estate Lots from designated **Marginal Resource area** in south Nepean to north of Fallowfield Road onto **Mineral Resource reserved** land rich in dolmite deposits,amendment of estate lot size requirement, approval of mains water, all contrary to Country Estate Lot designation (1976).

v)in contravention of regional policy of protecting the shores and banks of the Ottawa and Rideau Rivers, the RMOC gave approval to Sherbrooke application for a high density development on land close to Black Rapids recreation area and Envoirnment Class I land (1984).

vi)approval of a sub-division within restrictive zone of Mud Creek at Flood elevation of 290; yet farmers along the Jock River with land at elevation of 310, have their farms frozen and sterilized under bondage of Nepean Flood and Fill regulations. Strangely enough these restricitve regulations do not apply to Jockvale Realty land along the Jock River despite elevation of 290 - 300. It would appear that the Region and Nepean have two sets of rules, one for the non-vocal farmers and another for developers and speculators (1984).

May I remind this Committee that some of the most fertile lands in the Netherlands, Florida and Louisiana are lands reclaimed from swamp and flood areas. yet in Nepean and RMOC jurisdiction, we are hampered by stupid Ontario Regulations and Flood and Fill policies, which recently the Minister of Natural Resources (Ontario) has recognized as severe (Citizen 84-10-05). Will the regional politicians rise to the occasion and scrap the existing resitrictive zoning and direct the member municipalities to do the same.

1984-10-16 R.SINHA

Dr.R.Sinha
18[illegible] Prince of Wales Drive
Nepean, Ontario
K2C 3J[illegible]

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
CAPITAL BUDGET FORECAST
PROJECT INFORMATION SHEET

FUND 93 Sewer
FUNCTION 4 Environmental Services
CLASS OF WORK 20 Sewer & Pumping Stns.

DEPARTMENT WORKS

PROJECT NO. 6715

1. PROJECT NAME & DESCRIPTION West Rideau Collector Sewer Extension

2. COMMITMENTS MADE ☐ NO ☒ YES (PLEASE SPECIFY)

COMMENCEMENT DATE 1984 **COMPLETION DATE** 1988

3. PROJECT DETAIL & JUSTIFICATION

- Phase I - will provide the extension of the 66" diameter West Rideau Sanitary Collector Sewer to Merivale Road at MacFarlane Road.
- Phase II will provide the extension of the 66" diameter Sanitary Collector Sewer on Merivale Road from MacFarlane Road to the proposed 42" diameter Barrhaven Trunk Sewer in accordance with requests from the City of Nepean.
- Phase III, scheduled beyond 1988, will extend the collector to southern development areas east and west of the Rideau River.

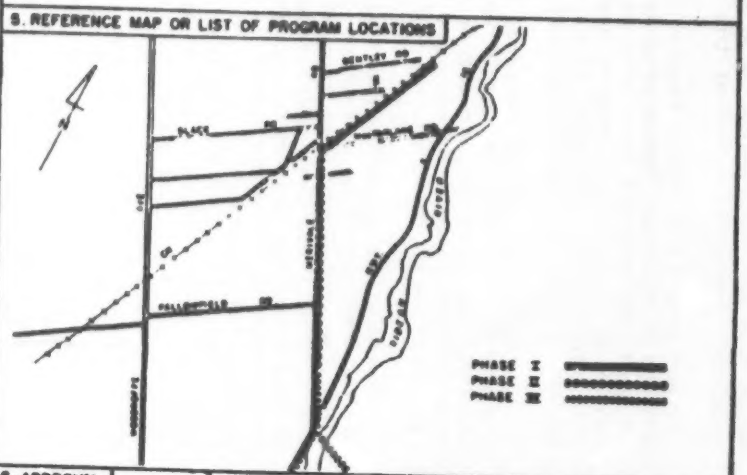
☒ ORIGINAL ☐ REHABILITATION ☐ REPLACEMENT ☐ ADDITION

1980-71

4 OTHER

Coordinated with area development and the City of Nepean program of works.

5. REFERENCE MAP OR LIST OF PROGRAM LOCATIONS



6. APPROVAL

ORIG. DEPT.

7. [illegible]

PLANNING DEPT.

830-2

2748 Howe Street,
Ottawa, Ontario
K2B 6W9

October 12, 1984

Mr. Barry O'Gorman
Secretary
Regional Planning Committee
Regional Municipality of Ottawa Carleton
222 Queen Street
Ottawa, Ontario
K1P 5E4

OTTAWA-CARLETON
RECEIVED
10:00
OCT 16 1984
CLERK'S DEPARTMENT

Dear Mr. Gorman,

As a scientist and research manager I know that problems often arise from planning based primarily on theoretical and statistical consideration of complex situations. This is the Ivory Tower Syndrome. I regret to point out that your regional plan contains a glaring example of this type of thing. I refer specifically to the Britannia "Parkway".

This proposal may seem to have merit when considered within the limited perspective of predicted growth for the region and future east-west automobile traffic. However, I am not convinced that it is justified even on the basis of these considerations. Indeed, the arguments that this will not be a necessary arterial seem substantial. These include: 1) there are many existing roads which could be enlarged to accomodate the predicted traffic increases if and when they occur, 2) the projected growth doesn't justify plans for a new arterial, 3) the arterial would simply move traffic congestion from the end of the Western Parkway to a location further west and 4) construction of an additional "Parkway" will encourage use of private vehicles rather than public transport. Finally, one cannot ignore the fact that the development of an additional arterial would promote urban sprawl into productive agricultural land.

Nevertheless, let us assume for the sake of argument that consideration of demographic trends and projected traffic patterns does lead to the conclusion that increased arterial capacity will be needed. Surely most reasonable people would then recognize that it is not an environmentally acceptable nor a politically viable propositon to meet this need by creating a new four-lane road along the route of the present Britannia bicycle path and green belt.

It is not environmentally acceptable because of the damage which would be caused, firstly to the Mud Lake conservation area and secondly to the Ottawa river marshland which is a feeding and nesting location for wild waterfowl. You should know that these areas are used extensively by local naturalists. More importantly, they provide one of the rare urban environments in which children and other residents of the City of Ottawa of all socio-economic backgrounds can experience nature.

This brings me to my greatest concern which is the impact of your plan on the quality of urban life for a great number of residents of the city of Ottawa. Not only would the residents of the Britannia and Belltown areas be most adversely affected! Rather, the impact would extend to many more who use the bicycle path, the surrounding green-belt, Britannia Park and the conservation areas mentioned above.

To believe that in this era a regional government can impose a plan which would cause such environmental and quality of life impacts would be politically naive. Even future users of such an arterial would find the costs unjustifiable when faced with clear illustrations of the effects of your proposal. I thus suggest that you remove the Brittannia "Parkway" from your Regional Plan at this stage to save the embarrassement of doing so later after much public debate, expense and adverse publicity.

Yours sincerely,

Barry Stemshorn

Barry Stemshorn, B.Sc., D.M.V., Ph.D.

cc

Chairman, National Capital Commission
President, Canadian Nature Federation
President, Federation of Ontario Naturalists
Mr. David Daubney, MP
Hon. Reuben Bates, MPP
Members of Regional Council

E. Subissati
1309 Plante Drive
Ottawa, Ontario
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523-8527(Res)
776-7836(Bus)

1984 10 05

Mr. B. O'Gorman
Secretary, Planning Committee
Regional Municipality of Ottawa-Carleton
222 Queen Street, Floor 14
Ottawa, Ontario
K1P 5Z3

Dear Mr. O'Gorman,

Please accept the attached document entitled "Submission to Regional Council on the Transportation Componant of the Regional Development Strategy of the Official Plan Review" as public input to Planning Committee and to Regional Council to assist in their deliberations on the recommendations proposed by Regional Planning Staff.

Yours Sincerely,

c.c. J. Durrell
P.G Page
K. Ablett

Submission to Regional Council

on

The Transportation Component of the Regional Development Strategy

of

The Official Plan Review

E. Subissati
5 October 1984

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EXECUTIVE SUMMARY

This submission urges Planning Committee and Regional Council to reject the recommendation that "(T)he Regional Development Strategy be based in general on achieving, or surpassing, the modal split guidelines contained in the 1974 Regional Plan" on the grounds that this recommendation is not based on a quantitative analysis which demonstrates that the cost of achieving higher modal splits is less than the cost of not achieving higher modal splits; when all cost considerations are taken into account. This report identifies a number of cost elements that apply to existing as well as higher levels of transit that have been ignored in the Transportation Component of the Regional Development Strategy. In addition, the Transportation Component of the Regional Development Strategy appears to suffer from a number of serious shortcomings which suggest that the conclusions are not supported by the analysis.

Because of these serious shortcomings, implementing the above-stated recommendation would, in the view of this submission, represent a misappropriation of taxpayer's funds and would have detrimental effects on freedom of choice of transportation modes and on the quality of life for many Ottawa-Carleton residents.

This submission suggests that prudent long term transit planning should commence with cost justification of existing transit levels followed by an objective quantitative analysis of alternative future transit strategies. Specific recommendations that may assist in the assessment of transit priority are proposed on pages 20 and 21 of this report.

I. INTRODUCTION

In the "Report to Planning Committee, Regional Development Strategy: Conclusions and Recommendations" (File: 14.261) it is recommended that:

> "The Regional Development Strategy be based in general on achieving, or surpassing, the modal split guidelines contained in the 1974 Regional Plan."

It is the view of this submission that the analysis contained in the Transportation Component of the Regional Development Strategy* does not justify the above recommendation.

This submission argues that prior to implementing the above recommendation, it should be demonstrated that the incremental cost** of achieving higher modal splits is less than the incremental cost of not achieving higher modal splits.*** As presented to the general public, the Transportation Strategy does not contain such an analysis. The Transportation Strategy also fails to recognize important elements of operating cost associated with existing and higher transit levels. Finally, the Transportation Strategy suffers from some serious shortcomings which suggest that the conclusions are not supported by the analysis.

Regional Council is therefore urged to postpone the implementation of such a recommendation until the issues raised in this submission have been dealt with to their satisfaction.

---

* Referred to throughout this paper as the "Transportation Strategy".

** Where cost is defined broadly to include operating costs as well as capital costs and intangible elements of cost such as quality of life and freedom of choice.

*** Modal split refers to the degree of transit utilization relative to automobile use i.e. transit market share.

The remainder of this paper is divided into three sections. The next section describes the cost elements associated with existing and higher transit levels that have been ignored in the Transportation Strategy. Section III discusses other shortcomings in the analysis that suggest that the conclusions are not supported by the analysis. The final section provides a summary of the recommendations.

. . .

II. COST ELEMENTS ASSOCIATED WITH EXISTING AND HIGHER LEVELS OF TRANSIT NOT CONSIDERED IN THE TRANSPORTATION STRATEGY

A. Existing Levels of Transit Service and Ridership

The Transportation Strategy continues to place a high priority on transit despite the fact that in comparison to other Canadian cities of comparable size and population, the Ottawa-Carleton transit service may already be excessive. This level of service is costly, and it is possible that Ottawa-Carleton may already be close to saturation levels of transit. Policies designed to promote further ridership may require subtle forms of coersion which may run counter to the freedom of individuals to choose their preferred mode of transportation.

Table 1 compares the number of vehicles and the operating costs for Canadian cities that are most comparable to Ottawa in terms of geographic size and population.

Table 1

Bus Fleet and Operating Cost Per Capita - 1982

City	Population (000)	Size of Area Served (Sq. Km.)	Number of Vehicles Owned or Leased (units)	Operating Cost ($ millions)	Operating Cost per Capita (dollars)
Ottawa-Carleton	499.5	380	812	$71.0	$142.21
Edmonton (1982)*	551.3	679	820	68.6	124.42
Edmonton (1981)*	581.2	679	678	65.0	111.91
Calgary	623.1	502	741	70.8	111.97
Quebec City	440.0	434	377	38.6	87.67
Winnipeg	566.0	290	546	48.9	86.32
Hamilton	460.0	171	273	25.0	54.37
Victoria	235.0	427	376	16.6	70.66
Halifax	277.8	N.A.	370	12.8	46.09

Source: Canadian Urban Transit Association

---

* The data for the City of Edmonton appear to have a consistency problem. The 1981 data includes certain suburbs while the 1982 data excludes these suburbs yet the number of vehicles increases dramatically in 1982, the area served remains the same, revenues decline while expenditures increase.

Ottawa's public transit is already the costliest of all the cities shown in the Table. The city most comparable to Ottawa in terms of square kilometres served and population is Quebec City and the data show that Ottawa operates more than twice the number of buses and has substantially higher operating costs. The only Canadian cities with higher operating costs per capita are Toronto and Montreal but these cities are much larger than Ottawa-Carleton and operate underground subway systems.

For the year 1984, the Ottawa-Carleton Regional Transit Commission's Annual Budget projects operating expenditures of about $85 million and capital expenditures of about $15 million. The total expenditure for 1984 of about $100 million compares to an expenditure of only $15 million in 1973. This represents almost a sevenfold increase, or on a compound annual basis, a growth of almost 20% per year. If the transit deficit of about $50 million projected for the year 1984 were to recur each year to the year 2001, a net financial requirement of about $850 million (1984 dollars) would have to be financed by taxpayers. This amount exceeds the total cost of all new roads and transitways projected in the Transportation Strategy; yet the annual transit deficit is not even mentioned in the Transportation Strategy.

Higher modal splits as envisaged in the Transportation Strategy could increase the cost of transit in Ottawa-Carleton and place a heavy financial burden on citizens, especially if the apparently optimistic population projections on which the analysis is based do not materialize.*

The levels of service shown in Table 1 and the rapid growth in transit service are apparently justified by the level of ridership in Ottawa-Carleton. Table 2 compares ridership data and average fares for the same cities as those shown in Table 1.

---

* Page 19, Section III, E, of this document contains a brief discussion of the population projections.

On this basis of comparison, ridership in Ottawa-Carleton is extraordinarily high; more than double the ridership in Quebec City and almost four times higher than Victoria, Halifax or Hamilton. In Canada only the Toronto transit system has higher ridership with 188 rides per person in 1982.

Table 2

Ridership and Fares - 1982

	Revenue Passengers (millions)	Passengers per Capita (units)	Farebox Revenue per Passenger ($)
Ottawa-Carleton	83.5	167	.49
Winnipeg	59.3	105	.39
Calgary	53.8	86	.63
Edmonton	56.7	79	.42
Quebec City	33.5	76	.49
Victoria	15.7	56	.55
Halifax	16.3	48	.57
Hamilton	21.8	47	.51

Source: Canadian Urban Transit Association

The surprisingly high level of ridership is not explained by excessively low fares in Ottawa-Carleton. Table 2 shows that O.C. Transpo's fares are not out of line with those of other Canadian cities. It is possible that the explanation for the abnormally high ridership in Ottawa is abnormally good service. However, this may not be the only explanation. Other possible contributing factors may include the following.

First, the exceptionally high ridership in Ottawa may be due to the proximity of neighbouring cities which use the Ottawa-Carleton Transit System but are not counted as part of the population. For example, cities and communities such as Hull, Cumberland, Carp etc. feed commuters into Ottawa from outside O.C. Transpo's served area. These passengers appear in the ridership statistics but not in the served population statistics. This may, in part, explain Ottawa-Carleton's extraordinarily high ridership.*

From the perspective of O.C. Transpo management, a passenger is a passenger and must be served. However, from the perspective of Ottawa-Carleton taxpayers who must bear the cost of transit, non-resident ridership adds more to both the dollar cost and other costs than to revenue and contributes to higher taxes and a lower quality of life in Ottawa-Carleton. Therefore, from the perspective of Ottawa-Carleton taxpayers, it is the cost of service and the quality of service that is relevant, not ridership per se.

Finally, the ridership data, upon which O.C. Transpo's apparently impressive performance is based, may not be entirely reliable. The ridership data are based on surveys, sampling methods and other forms of estimation which may be subject to considerable estimation error and which may never have been fully audited by independent authorities.**

For the above reasons, it is not advisable to base transit policies and priorities on ridership statistics alone.

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* This phenomenon is especially relevant in the case of Toronto where Mississauga Transit, GO Transit, Oakville Transit, and Oshawa Transit feed the TTC network. These biases in the ridership statistics may in part explain why Toronto and Ottawa ranked first and second respectively in a comparison reported in the Ottawa Citizen of 8 September 1984. Using ridership data as a basis for inter-city comparisons of performance may not be appropriate for this reason.

** The letter shown as attachment 1 provides a brief explanation of the sources and methods used to derive the ridership data. This author's attempts to gain a better understanding of the data sources and methods met with little success possibly because of time constraints on the part of the author as well as O.C. Transpo management.

A second possible factor contributing to O.C. Transpo's abnormally high ridership may be related to the implimentation of policies that may restrict freedom of choice in order to promote public transit. There are statements in the Transportation Strategy that suggest that public transit is becoming an end in itself and that citizens should be forced to serve transit rather than transit serving citizens. For example, the Transportation Strategy contains the following statements:

> "The dispersal of employment growth in areas outside the Central Area to locations that cannot be served effectively by transit should be discouraged."
>
> "The transportation strategy should support short term parking for commercial activities in the Central Area and discourage long term parking. The Region should have some level of control over local parking policies to ensure consistency with the overall transportation strategy."
>
> "Any significant increase in the number of rural residents would not contribute to transit ridership since rural dwellers tend to depend more on the automobile than do urban dwellers."

Policies such as these and other policies designed to make driving difficult and, perhaps, dangerous for motorists such as bus-only lanes and streets may eventually force people onto transit, but, in the view of this submission, these policies if carried to excess run the risk of infringing on personal freedom. A recent letter to the Editor of the Ottawa Citizen (Attachment 2) expresses this point of view in somewhat poignant terms. Also, small business establishments in the downtown area as well as motoring tourists may be negatively impacted by these policies. It is therefore recommended that Regional Council not adopt coercive policies to encourage ridership but rather permit the greatest possible freedom of choice of transit modes.

A third factor contributing to Ottawa's abnormally high ridership may be the existing policy of providing transit service within short walking distance of the served population. For a city that prides itself in its fitness facilities, this policy may be self-defeating. The policy of providing service in advance of demand rather than in response to demand encourages ridership which generates the need for more transit, encouraging further ridership, and so forth. This self-feeding spiral may appear to be a good thing but, what pride in salesmanship should one take when selling a product at half the cost? More importantly, should one force the product onto customers when each sale increases losses? It is the view of this submission that transit service should be provided in response to demand rather than in advance of demand. .

Fourth, the Ottawa-Carleton School Boards follow a policy of purchasing bus passes in bulk and distributing these to studends, free of charge in many cases. This practice may be cost-effective from the School Board's point of view but, from the taxpayer's point of view, this policy may raise costs higher than they would otherwise be. For example, if these bus passes are used for purposes other than school transportation and if transit managers provide additional service on the basis of ridership statistics alone, the overall cost of transit may be increased. One need only observe the average age of passengers in the evening hours and visit the major shopping centres such as Billings Bridge and the Rideau Street Mall to get some indication of the contribution to ridership made by the student population in non-peak periods. Because the cost of an additional ride to the student is zero, they may be encouraged to travel even when the value to them is small or negligible i.e. riding around on the bus to kill time, to chat with friends or to congregate at mutually agreed upon meeting places. Since the cost of these rides is not zero, taxpayers bear the burden. It is the view of this submission that there is little justification for taxpayers to subsidize the recreational transportation of all students, many of whom require no financial assistance from others.

The above analysis suggests that the cost of the existing levels of transit service in Ottawa-Carleton may already be excessive and raising modal splits may not be a prudent policy. Also, the ridership statistics upon which this level of service is justified may not be due solely to good service but may be due to a number of factors, many of which are not entirely desirable.

Therefore, it is recommended that prior to embarking on a policy of even higher modal splits and transit priorities, existing levels of service should be re-evaluated. Also, ridership data and trends should be reviewed and audited by an independent authority appointed by Regional Council. The audit committee could include interested members of the general public as well as Regional politicians that do not sit on the Ottawa-Carleton Transportation Commission.

B. Impact of Transit on Roads

In addition to the direct operating costs associated with the existing levels of service mentioned above, a second element of the cost of transit priority that is ignored in the Transportation Strategy is the premature deterioration of roads caused by the weight and frequency of bus traffic.* In order to achieve target modal splits and to meet the objective that transit service be available within close walking distance, buses are often routed onto roads that either were not built to accomodate such heavy vehicles and (or), the underlying soil structure is poor leading to premature deterioration of the road and costly repair work.** Also, buses cause vibrations to homes and residents complain to O.C. Transpo, to their local politicans and to the roads department. Since the primary cause of vibrations to homes (according to regional engineers) is an uneven road surface, costly road repairs are required in order to pacify residents.

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* Another cost that should be considered, resulting from bus-only lanes and streets, is the need for additional upgradings of nearby streets to handle other vehicle flows.

** Ottawa has several neighbourhoods located on unstable clay. If the philosophy of transit planning is a "quality of life" philosophy, surely it should extend to citizens whose homes are being affected by excessive bus traffic.

The total cost of road repairs resulting from the weight and frequency of buses and from responses to complaints of vibrations by residents is not known at the present time. Apparently, the City of Ottawa roads department does not keep records on the cost of road repairs that are required because of buses and because of vibrations to homes caused by buses. However, the costs could be substantial. For example, from newspaper sources, it was ascertained that King Edward Avenue, Stewart Street, Dovercourt, Pleasant Park Drive, Haig Drive, Range Road and numerous locations in Nepean and Kanata were repaved or repaired to accomodate the heavy bus traffic routed onto them. Recently, Alderman Jim Durrell wrote to Mr. C. Sim, Commissioner of Physical Environment to request that Plante Drive be repaved because of the problems caused by buses (see Attachment 3). Some sections of Plante Drive were built only 5 or 6 years ago. These examples may be only a small indication of a much larger Region-wide problem.

Before adopting a policy of even higher transit priority, it is recommended that Regional Council i. obtain information on the number of complaints and resulting costs, perhaps over the past 12 months; and ii. determine whether the problems have been rectified.

C. Impact of Transit on the Quality of Life

A third and possibly most important element of cost that is ignored in the Transportation Strategy is the serious disruption to the quality of living in quiet residential areas that result from noise and from vibrations to homes, especially in the early morning and late at night. Buses run mostly empty at these hours of the day and it is possible that they cause harm to more persons than persons that benefit from the service. Attachment 4 shows a sampling of press clippings that suggest that the problem of vibrations to homes is widespread and is an emotionally charged one. This sampling of press clippings is believed to grossly underestimate the extent of the problem because many residents and community groups do not wish to advertise problems that may affect property values in their area.

Attachment 5 shows a list of persons who requested the regional test lab* to conduct vibration tests to their homes. The vast majority of these requests for vibration tests is related to buses since virtually all addresses correspond to bus routes. The list of roads shown in attachment 5 is believed to be only a small indication of the size of the city-wide problem. Many residents may not call the Regional Test Lab because they are not aware of its existance while many others either plan to move or feel powerless to take any action.

The results of the vibration tests consistently confirm that the vibrations are not strong enough to cause structural damage to homes although the effects on homes of repeated vibrations over a long period of time are not known.** According to M.E. House (Traffic-Induced Vibrations in Buildings), "no reliable quantitative information is available on the long term effects of vibrations on buildings. Some laboratory experiments have shown that most building materials exhibit a progressive decrease in allowable stress with the number of stress cycles." Also, much lower levels of vibration than those which cause problems of structural integrity can cause architectural damage* as well as unacceptable levels of intrusion on people's lives.**

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* The cost of maintaining a regional test lab mainly to conduct tests for vibrations caused by buses should also be considered in assessing transit priorities. Also to be considered is the judicial propriety of having the Region conduct its own tests against it.

** The two earthquakes experienced in Ottawa in the fall of 1983 were also proclaimed not severe enough to cause physical damage. Yet, in order to accomodate public transit, some residents are forced to tolerate vibrations (sometimes of similar intensity to the earthquakes) at intervals of 10, 20 or 30 minutes from 5:00 a.m. to 2:00 a.m.

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More importantly than the impact of vibrations on physical property is the impact on people. Being awakened at night or in the early morning by vibrations on a consistent basis is indeed a serious matter. According to former Prime Minister Pierre Elliot Trudeau referring to Manitoba French language rights, "no matter how small the minority, their rights must be respected." It is the view of this submission that vibrations to homes that are classified by Regional Government as "perceptible" represent a violation of human rights, especially if they occur before 7 a.m. and after 10 p.m.

Another factor worthy of consideration by Regional Council is the divisive impact of vibration problems on communities. Residents that do not live on bus routes want more buses on their neighbour's street while residents on bus routes cannot understand why they must endure sleepless nights in order to accomodate only a few riders. The residents that do not live on bus routes suggest that if their neighbours did not want buses they did not have to buy homes on bus routes. The residents on the bus routes claim that they were not advised that buses would cause vibrations to their homes, that vibrations did not occur in the past, or, to a lesser extent, that the increased frequency of buses has turned a minor irritation to an intolerable intrusion on sleep or other activities. If they had known this, they would either not have purchased the home or would have offered to pay much less for their homes and would have expected property taxes to be correspondingly lower.

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* "Architectural damage such as cracking of plaster or other brittle materials, is more annoying than dangerous and begins at a much lower level of motion than structural damage." (M.W. Jackson, Thresholds of Damage Due to Ground Motion).

** While the level of vibration required to cause structural damage is not clear, the level at which "intrusion" on people's lives begins is much lower, probably close to perception thresholds. According to A.C. Griffin (A Survey of Traffic-Induced Vibrations, 1971) "limits should be set as low as possible and it is considered desirable that the threshold of perception (which is usually taken as 0.15 - 0.3mm/s) should not be exceeded. If vibrations in a building exceed this value then intrusion becomes a problem...

Many residents living on bus routes and experiencing vibrations find that some of their immediate neighbours admit the vibration problem while others deny the problem, possibly because they in fact do not feel the vibrations, but possibly because they are reluctant to admit problems that may affect the value of their largest single financial investment. Selling the home to unsuspecting buyers, as was done to them, is according to some the best solution to their problem. The end result is anomosity and suspicion between neighbours and neighbourhoods.*

It is the view of this submission that vibrations to homes in early morning and late at night represent a serious problem for individual families and communities. It is therefore recommended that Regional Council investigate the vibration problem and take full account of the costs associated with the disruption to the family and community living of thousands of Ottawa residents when estimating the cost of transit priority. Transit officials should be made to work more closely than they have in the past with affected residents and community representatives so as to minimize the problems while at the same time providing essential transportation services.* Reductions of speed limits and enforcement of these lower speeds as well as using lighter buses and reducing frequency may be possible solutions to the problem especially in exclusively residential areas.

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* When problems such as this are brought by affected residents to the attention of local elected representatives, the latter are placed in a no win situation. Despite the severity of the discomfort imposed on affected residents, they count for only one vote each.

D. Vibrations to Homes and Public Transit

According to regional engineers the primary causes of vibration to homes listed in order of importance are:

1. Uneven road surface
2. Weight of vehicle
3. Speed of vehicle
4. Acceleration and deceleration
5. Structure of road
6. Nature of subgrade

Heavy vehicles such as buses contribute to road damage on non-arterial roads and the resulting uneven road surfaces cause vibrations to homes. The impact on the roads budget of uneven road surfaces was mentioned earlier. Costly repairs are incurred when residents complain of vibrations. The second factor contributing to vibrations is the weight of vehicles. As noted earlier with reference to Attachment 5, persons complaining of vibration problems live mostly on bus routes suggesting that buses are the primary cause of vibration. Were the vibration problem acknowledged by transit management, it could use the smaller lighter buses operate at slower speeds, or reduced frequency in non-peak periods in areas known to have vibration problems. However, these solutions are often not considered seriously because ridership may be threatened.

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* Based on the experiencies of the author of this report, current transit management is either unable or unwilling to work with communities to resolve these problems. Documented evidence to this effect can be made available to Regional Council if it requires.

The third most important contributing factor to vibrations is speed. Despite the fact that the City of Ottawa is one of the few Canadian cities whose soil structure is conducive to vibration problems, the Ottawa-Carleton transit system operates at amongst the highest operating speeds in the country. Table 3 shows the operating speed for the cities shown in the previous tables.

Table 3

Operating Speed
(Kilometers per Hour)

	1980	1981	1982	Average 80-82
Ottawa-Carleton	21.0	21.1	20.3	20.8
Calgary	20.1	19.7	21.4	20.4
Edmonton	19.4	19.2	19.4	19.4
Winnipeg	18.2	18.3	18.4	18.3
Hamilton	18.3	17.7	17.6	17.9
Halifax	16.4	15.1	15.1	15.5
Quebec City	N.A.	N.A.	N.A.	N.A.

Source: Canadian Urban Transit Association

The Ottawa-Carleton Transit Commission operated at the highest average speed over a three year period. Only Calgary operated at a higher speed than Ottawa-Carleton and only in the year 1982. However, the Calgary system serves 502 square kilometers compared to Ottawa-Carleton's 380. The greater distances may explain the higher operating speed.

O.C. Transpo's high operating speed could be a sign of efficiency and may promote ridership but given the vibration problems it could also be a sign of insensitive management.

The above has shown that the three most important causes of vibrations to homes are closely related to the operation of transit, yet no mention whatsoever is made of these problems in the Transportation Strategy. It may be possible that the vibration problem is not mentioned in the Transportation Strategy

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in order to avoid the possibility of falling property values and property taxes for homes on bus routes if this problem were acknowledged by Regional Government and were to become widespread knowledge. However, it is not believed to be appropriate public policy to perpetuate a situation of continuous deception in the real estate market. If the problem of vibration to homes cannot be reduced to acceptable levels by transit management using existing strategies and solutions, then other solutions should be investigated. In any event, the cost associated with both architectural and intrusive vibrations should be considered in the Transportation Strategy.

It is therefore recommended that in areas known to have vibration problems, transit should restrict service to only minimum essential levels, reduce speeds, and operate the lighter Orion buses or Tele-Transpo in off-peak periods in areas known to have vibration problems. Areas designated by Regional Government to be "hazard zones" should be given first consideration. To avoid similar problems in new residential areas, builders should be required to construct roads to specifications that can accomodate the weight and frequency of planned bus traffic.*

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* For existing residential roads, it is difficult to ascertain whether the construction of the road was designed to accomodate the weight and frequency of bus traffic. Telephone conversations with Regional and City staff indicated that builders have some flexibility in determining the quality of road construction based on their cost considerations alone.

III. OTHER SHORTCOMINGS OF THE TRANSPORTATION COMPONENT OF THE REGIONAL DEVELOPMENT STRATEGY

This section raises a number of other miscellaneous issues which tend to support the view that the recommendations contained in the Transportation Strategy should not be adopted by Regional Council. These issues are raised only tentatively since it is possible that the Transportation Strategy contains only a summary of the relevant body of analysis and not the complete analysis. Nonetheless, these issues may be important since the Transportation Strategy does represent the information that is provided by the Regional Municipality to the public for purposes of public input.

A. The first and most serious shortcoming is that no data are presented to show the consequences of not achieving higher modal splits. On page 28 of the Transportation Strategy it is stated that "Tables have not been prepared to indicate the consequences of not achieving these guidelines". Because of this, it is not possible to assess the recommended guidelines even if all cost elements mentioned in the previous section had been taken into account in the analysis. To recommend a course of action without cost-justifying this course of action is in the view of this submission, improper use of taxpayer's funds.

B. The Transportation Strategy begins by stating that "The Regional Municipality of Ottawa-Carleton prepared its first Official Plan between 1970 and 1974. Since that time, economic growth has slowed considerably and the anticipated population levels have not been attained." The 1974 Official Plan had envisaged a population of about 1 million by the year 2000 while the current revision expects population of about 700,000; a reduction of 30%. One would expect that the initial Offical Plan was therefore over-provisioning road and transit service and that the reduction in population would call for a downward revision of road and transit requirements. However, the Transportation

Strategy does not explain why the modal split guidelines are being revised substantially upwards when population projections are being revised substantially downwards.

Leaving an apparent inconsistency such as this unexplained reduces confidence in the accuracy of current road and transit requirements. Prudent planning would suggest that an explanation of variances be provided and steps taken to ensure greater consistency between the demand and the supply of transportation services.

C. There is no quantitative analysis in the Transportation Document to support the conclusion that "the transportation strategy therefore should maintain the service standard of 0.9 capacity". Without such an analysis, it is not possible for the general public (and Regional Council) to evaluate whether a higher volume to capacity ratio would produce a cost saving that more than offsets any inconvenience to motorists traveling at peak periods. The brief qualitative discussion supporting the 0.9 standard fails to recognize the possibility that as congestion on one road or screenline increases above 0.9, motorists may use alternative routes thereby better utilizing the entire road network. Also, some congestion at peak periods may encourage motorists to travel in off-peak periods when the road network is relatively idle. It would appear to be excessively costly not to allow for some rationing of the road network.

D. The Transportation Strategy as written leaves the reader with a distinct impression that the conclusions are independent of the analysis. For example, modal split guidelines are revised upward from 12% to 30% for the Fallowfield Road Screenline and from 22% to 35% for the Ottawa River Screenlines despite the fact that no road deficiencies occur under any of the projections studied. For the CNR East-Walkley Road Screenline the modal split is increased from 18% to 30% yet only under the H1/1 is a deficiency (.94) shown. For the CNR West Screenline, a deficiency (V/C = .91) occurs only under the H7/H scenario yet the recommended modal split increases from 23% to 30%. For the Eagleson Side Road Screenline, a deficiency (V/C = .99) occurs only under the H4/H scenario yet the recommended modal split increases from 13% to 35%. For the Rideau River South Screenline a deficiency (V/C = .96) occurs only under the H8/H scenario yet the recommended modal split is increased from 14% to 25%.

It would appear from these data that modal splits are being revised upward whether or not deficiencies occur. It is interesting to note that under the low population growth scenario, deficiencies occur in only 4 screenlines out of a total of 13 screenlines. More importantly, no justification is provided for why modal splits are revised upwards when no deficiencies are identified.

E. The Official Plan prepared in 1974 had envisaged a population in Ottawa-Carleton of about 1 million for the year 2000 while the current review of the Official Plan envisages a population of only 625,000 to 725,000. Although an analysis of the population projections contained in the Regional Development Strategy is beyond the scope of this paper, there is some evidence to suggest that the population and employment projections currently used in the Transportation Strategy may once again be biased on the high side. For example, the Transportation Strategy is based on 6 high population growth scenarios and only 1 low population growth scenario and the low population growth scenario is virtually ignored thoughout the document. If the low growth scenario is just as likely to occur as the high growth scenario, then, the mid-point estimate rather than the high estimates would appear to be the most appropriate projection to use. Since transit service can be increased or reduced on relatively short notice, there is little reason for planning to be based on high or "worst" case scenarios as is done in Appendix C.

IV. CONCLUSIONS AND SUMMARY OF RECOMMENDATIONS

This submission urges Regional Council to reject the recommendation that "The Regional Development Strategy be based in general on achieving, or surpassing, the modal split guidelines contained in the 1974 Regional Plan" on the grounds that the recommendation is not supported by the analysis contained in the Transportation Strategy. Rather, this submission suggests that existing levels of transit service in Ottawa-Carleton may already be excessive and that current transit policies and practices be thoroughly re-assessed prior to developing long term planning guidelines. More specifically, this submission offers the following recommendations for Regional Council's consideration.

A. It is recommended that the Transportation Strategy's recommendations be rejected on the grounds that it has not demonstrated that the cost of achieving higher modal splits is less than the cost of not achieving higher modal splits when all cost considerations raised in this submission have been taken into account.

B. It is recommended that no effort be made to increase modal splits in screenlines that are not expected to experience deficiencies over the forecast period.

C. It is recommended that a quantitative analysis of the sensitivity of costs to variations in the volume to capacity service standard of .9 be undertaken and the possibility of raising the service standard be seriously considered.

D. It is recommended that prior to embarking on a policy of even higher modal splits and transit priority, existing levels of service should be cost justified. Ridership data alone should not be used to assess transit performance and priority. Because ridership data are subject to considerable estimation error, these data should be audited by an independant authority appointed by

Regional Council. In addition the independent audit authority should assess the cost effectiveness of existing levels of service, taking all cost considerations (direct and indirect) into account. The audit committee should include interested members of the general public as well as Regional politicians that do not sit on the Ottawa-Carleton Transportation Commission.

E. It is recommended that before adoping a policy of even higher transit priority, Regional Council should i. obtain information on the number of complaints and resulting costs of road repairs caused by buses and ii. determine whether the problems have been rectified.

F. It is recommended that Regional Council investigate the problem of vibrations to homes caused by buses. Transit management should be made to work more closely with affected residents and community representatives so as to minimize the problems while at the same time providing essential transportation services. Reductions of speed limits and enforcement of these lower speeds, using smaller buses, reducing off-peak service to essential minimum levels and using Tele-Transpo may be some possible solutions to the problems, especially in exclusively residential areas. Areas designated by Region Government to be "hazard zones" should be given first priority. To avoid similar problems in new residential areas, builders should be required to construct roads to specifications that can accomodate the weight and frequency of planned bus traffic.

G. It is recommended that Regional Council not adopt coercive policies to promote ridership but rather permit the greatest possible freedom of choice of transit modes. In this regard, transit service should be provided in response to demand rather than in advance of demand.

OC Transpo

OFFICE OF THE GENERAL MANAGER
CABINET DU DIRECTEUR GÉNÉRAL

12 June 1984

Mr. E. Subissati
1309 Plant Drive
OTTAWA, Ontario
K1V 9Z8

ATTACHMENT 1

Dear Mr. Subissati

The following information is provided in answer to your letter of 18 May 1984.

1. The figure for "revenue passengers" is derived from farebox receipts, pass sales and other passenger records.

For monthly pass holders:

Based on the number of passes sold in the four categories - OC Transpass, OC Unipass, Student Pass, Senior Citizen Pass. Each category of pass has a daily usage factor assigned to it and these factors relate to the type of service provided, i.e. weekday, Saturday, Sunday or holiday. The usage factors are determined and updated through periodic surveys of pass holders, thus, the estimated pass passengers recorded per month per pass will vary depending on the number and type of service days, and the category of pass sold.

For ticket fares:

Based on the farebox collection of tickets. The daily tickets collected are weighed on a precision scale and with the aid of sampling methods, a count of both regular and reduced ticket passengers is recorded.

...../2

OTTAWA-CARLETON REGIONAL TRANSIT COMMISSION DE TRANSPORT RÉGIONALE D'OTTAWA-CARLETON
1500 BOUL SAINT LAURENT BLVD. OTTAWA, ONT. K1G 0Z8 - TELEX 053-3828

1. **For cash fares:**

   Based on the total cash collected in the fareboxes. Allocated to regular cash passengers and to reduced cash passengers on a percentage basis as determined by periodic on-bus surveys. There is a monthly adjustment for estimated premium fares, which takes into consideration such things as premium service counts and number of Unipass sales.

   For other passengers:

   The Outaouais pass and transfer are honoured on OC Transpo buses. Again, there are daily factors for both these items, based on regular system-wide counts of passes on boarding and transfers collected.

   A figure for "revenue passengers" is therefore compiled using all of the above data and applicable formulae.

   "Total passengers" are unlinked trips. As approximately 29% of revenue passengers make a transfer to complete their trip, this percentage is added to the revenue passengers figure. Charter and Sightseeing passengers are also included when applicable.

2. Most passes are sold on an individual basis and the only significant purchaser of passes in bulk are the local school boards. Their justification for this practice is of course that it is cheaper for them than providing school busing services directly to their students who live beyond the prescribed walking distance from their schools. The quantity of monthly student passes purchased by the school boards varies during the school term and they usually prefer to use reduced fare tickets in June and September. As an example, in November 1983, a total of 17,496 passes were distributed by the schools as follows:

...../3

City of
Ville d' Ottawa

Office of the Alderman
Riverside Ward

111 Sussex Drive
Ottawa, Ontario K1N 5A1
(613) 563-3260

Bureau de l'échevin
quartier Riverside

111, promenade Sussex
Ottawa (Ontario) K1N 5A1
(613) 563-3260

May 28, 1985

ATTACHMENT 3

Dear Resident of Plante Drive:

I have received a number of letters and telephone calls from residents of Plante Drive concerning vibrations to their homes caused by vehicles, particularly OC Transpo busses which pass over cracks and depressions in the roadway.

Because so many residents on the street are experiencing similar problems, I have taken the liberty of forwarding this correspondence to all residents of Plante Drive.

Enclosed is a letter which has just been forwarded to Mr. C. Sim, Commissioner of the Physical Environment Department for the City of Ottawa reiterating my concerns.

Our climate has always created problems with premature deterioration of our roads and in this case the clay foundation in the Hunt Club area has not helped the problem, however, the problem is becoming so widespread all along the street that positive action must be taken in the form of a complete overlay and not the band-aid treatment that has taken place in the past.

I will ensure that our Department is kept constantly aware of your concerns in the hopes that Plante Drive finds its way up on our priority list and into the 1985 Roads Budget.

In the interim, we will endeavour to temporarily solve any immediate problems you may have through sealing of individual breaks in the roadway.

Thank you for your patience. I will correspond with you again when further information is received.

Sincerely

James A. Durrell
Alderman - Riverside Ward

City of
Ville d' Ottawa

Office of the Alderman
Riverside Ward

111 Sussex Drive
Ottawa, Ontario K1N 5A1
(613) 563-3260

Bureau de l'échevin
quartier Riverside

111, promenade Sussex
Ottawa (Ontario) K1N 5A1
(613) 563-3260

May 23, 1984

Mr. Charles Sim
Commissioner
Physical Environment Department
City of Ottawa

Dear Sir:

My office has received repeated complaints about vibrations to homes on Plante Drive. These vibrations occur largely from OC Transpo buses which use Plante Drive as their main route through Hunt Club East.

We have examined the alternative bus routes and I concur with OC Transpo that Plante Drive provides the best possible service to this area.

I cannot, however, condone the disturbance and disruption that many residents on this street are being asked to bear. People are being awakened early in the morning and late at night as busses ramble down Plante Drive.

Many of these problems could be alleviated by the City resurfacing Plante Drive. Your Department has been co-operative in the past by filling cracks and smoothing depressions as requested. We are now approaching a stage where we must take positive action on this street.

Please review the status of Plante Drive in light of the above information and past discussions, to see if we can move the total overlay of Plante Drive into the 1985 Roads Budget.

Thank you for your consideration on this matter.

Yours truly

Jim Durrell

James A. Durrell
Alderman - Riverside Ward

Letters

ATTACHMENT 2

Downtown parking

In case any downtown merchants are wondering why business isn't any better, my reasons (other than that the stores are forced to close at 6 p.m.) for not shopping downtown are the inadequate parking facilities.

While millions of dollars are squandered on the transitway, our roads and parking facilities are being devastated. It is a scandal.

I refuse to be forced to take a stinking, smelling, inhuman bus downtown because I enjoy the freedom and convenience of my car. It appears that the elite regional council members who control this situation are politically and socially bent on making the public take buses rather than allowing people the freedom of choice to use their own car.

J. Allen
Nepean

Driving schools

As a driving school owner, I have to congratulate Mr. Adami for assessing the problem of insurance rebate programs with a lot of accuracy.

Evidence brought forward in the article indicates that the main problem lies with the identity crisis of the driving school business. Our profession has the beautiful vocation of transmitting a skill. Practical lessons behind the wheel should be our main concern and the award of insurance rebate should be completely deleted.

Let's face it, driving school owners are not insurance agents. A little salesmanship to ourselves would help a lot. We have to believe more in our product and get out of the crackerjack prize syndrome.

Since the opening of my business I have dedicated all my efforts to satisfy consumer demands. They want to learn how to drive and I concentrate wholehearted in delivering the goods.

Raymond Giroux
Gloucester, Ont.

Drawing the line

Re: "Cities told to draft bylaws ban-

healthy. We have been believing everyone has freedom on any issue he/she chooses.

We've forgotten that there is no such thing as total freedom of action for everyone, for if I have total freedom then I am stepping on someone else's freedom.

The answer to the question, "Where do you draw the line?" is found in the old saying, "My freedom ends where my neighbor's nose begins." We must relearn the ability to give up what we ourselves want for the good of others. If anyone, old or young or even unborn, is being hurt by something, that is where you draw the line.

May Hodgkinson
Ottawa

Estrogen benefits

In W. Gifford-Jones's column (*The Doctor Game*) headlined "Estrogen benefits outweigh risks," he refers to an ancient event which happened when Ovidius Naso, who advocated the dictum "believe the *facts*," was exiled for his beliefs by authorities who apparently did not share them.

Gifford-Jones perceives a similar attitude among Canadians in their refusal to accept facts relating to estrogen and he claims that "fewer would die" if fears of cancer caused by this drug could be laid to rest.

Gifford-Jones uses various quoted remarks to discount the value of statistical studies as statements of fact. Then, in his search for greater factual certainty, he finds that horse sense is "more reliable than most statistics." Applying this kind of intuition to completely unreferenced statistics, he comes up with the sweeping and predictable conclusion that estrogen is not the triggering factor in cancer.

Next, he invokes common sense to suggest that, since British and European women who don't take PME still develop cancer of the uterus and breast, something else must be causing the disease. Finally, he refers to personal research and conviction to support the claim that the assets of estrogen far outweigh any potential risk.

Were Ovidius Naso alive today, does

I agree with Gifford-Jones in princ that Canadians deserve to get the f about estrogen therapy and any poss relationship that it may have with c cer in women. According to a *Citi* report, the latest statistics available cancer deaths in Ontario are f he riod 1966-1975, nearly a de e a His readers would appreciate, I'm su if he would use his influence to get to-date, pertinent statistical data.

My wife died recently of uterine ca cer. For several years preceding h fatal illness, she had been taking po menopausal estrogen as directed a prescribed by a medical specialist in g necology. Whether these two facts a connected can only be validated, course, by careful examination of man other similar cases to produce evidenc that can reasonably satisfy the criteri of "facts."

Visits to our local hospitals and can cer clinics will convince visitors that pre ventive action against cancer is urgentl necessary and Gifford-Jones can there fore perform a valuable public service i he will use his talents to search for rea facts.

W. F. Pineau
Ottawa

'Set-up' situations

It is hoped the final recommendations of the federally-commissioned Report on Sexual Offences against Childre ill become law.

While much is being discussed regarding the punishment of offenders, I suggest more emphasis be placed on ways of preventing such criminal acts.

The awareness of "set-up" situations can help avoid the sad results to the children, and the devastation caused to the unknowing mother. While women have been guilty of abusing their children, it is a fact that sexual abuse is more common among men.

One of many "set-up" situations involves a relatively new arrangement — that of the "househusband." The loneliness or the "aloneness" of the household job, and/or an inadequate love relation-

2.

Ottawa Board of Education	7,027
Ottawa Separate School Board	2,273
Carleton Board of Education	5,597
Carleton Roman Catholic School Board	2,599

During 1983, the value of the 123,442 passes purchased by the above schools amounted to $2,028,908. This represents 7,077,000 passengers which of course are calculated monthly as explained in (1) above on a total sales basis. Total pass sales in 1983 amounted to 1,014,474 passes with a value of $24,459,957 and represented 54,301,447 passengers.

The number of passes purchased directly from OC Transpo by other organizations, business and government departments, is negligible, perhaps 75 passes in a month on a regular basis. On the other hand 30,000 adult and 14,500 reduced tickets were sold during 1983 to business and government agencies.

We enclose a copy of the CUTA booklet requested and will forward an invoice under separate cover.

I trust that this provides the information you are seeking.

Yours truly

John A. Bonsall, P.Eng
General Manager

JAB/ld

Encl.

ATTACHMENT 4

Ottawa-Carleton has installed a traffic signal at St. Joseph an Orleans boulevards after residents who complained about traff and the increasing number of accidents at the intersection.

Regional transportation spokesman James Becking sai complaints about the intersection have increased since 1982 whe developers began to build more housing in the area.

Becking said a staff report on the intersection said the new signal is justified because more than 8,100 vehicles a day and man pedestrians cross the intersection.

Gloucester Council asked for the $35,000 signal early this year.

Ald. Harry Allen said he is pleased the signal was installed.

Allen said residents complained about many near accidents o St. Joseph and several said they would hold the city responsible fo any accidents unless a traffic signal was installed.

Lynwood Village/ Shuttlebus eyed

Nepean Council is considering a privately-operated shuttlebus to replace OC Transpo service in Lynwood Village.

Ald. Margaret Rywak said a committee of aldermen and city staff will report on the proposed service in October. Transpo discontinued its service in June after many residents objected to heavy buses on their streets.

Before Transpo abandoned the service, Bells Corners buses were available in Lynwood Village on demand. Now some passengers must walk one kilometre to a stop at Longwood Street and Richmond Road.

Rywak said the proposed service would take Lynwood Village residents to the Bells Corners bus stop. She said users would pay for the service and no Nepean or Transpo subsidy would be required.

The committee will discuss the proposed service with local residents before presenting its recommendations to city council.

Bridlewood/ Residents meet tonight

Bridlewood residents meet tonight at Bridlewood Community Centre to discuss Ontario Hydro proposals for a power line corridor through the community.

Ald. Eva James said residents are concerned the corridor will split the community in two and mean expropriation of vacant land that is to be used for housing.

The twin 500-kilovolt lines will run from near Kingston to Ottawa-Carleton. Wilkinson and neighborhood residents have asked Hydro to divert the part of the $140-million project that goes through Bridlewood.

The meeting is to start at 8 p.m. at the community centre on Bluegrass Drive.

Condo approved on historic site

By Jennifer Jackson
Citizen staff writer

Ottawa's planning board approved a 20-unit condominium on Bruyère Street in Lowertown Tuesday, even though a historic building is on the site.

Ald. Nancy Smith told the planning com- building have deteriorated beyond economical rehabilitation.

If Ottawa Council gives final approval to the planning committee's recommendations at its next meeting in October, construction on the condominiums will start

WIN A BRAND NE
3 DOOR MERCURY
2nd PRIZE
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1377 RICHMOND RD.
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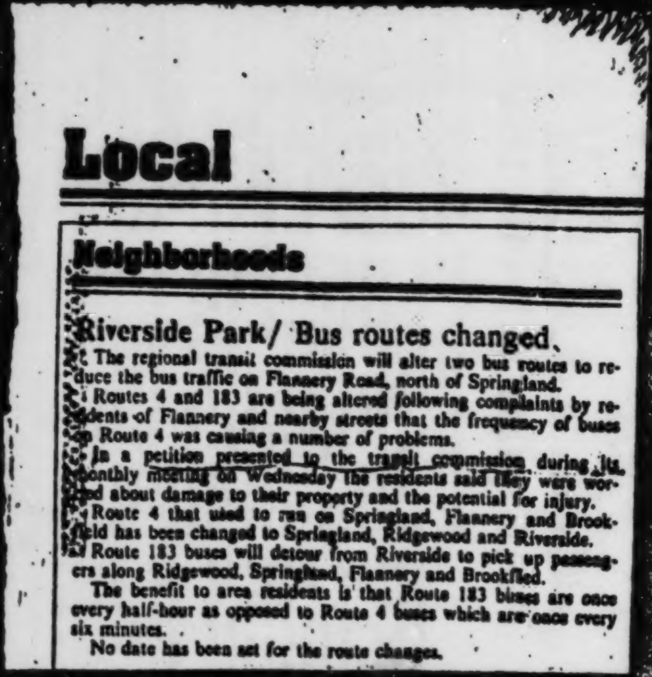

Local

Neighborhoods

Riverside Park/ Bus routes changed

The regional transit commission will alter two bus routes to reduce the bus traffic on Flannery Road, north of Springland.

Routes 4 and 183 are being altered following complaints by residents of Flannery and nearby streets that the frequency of buses on Route 4 was causing a number of problems.

In a petition presented to the transit commission during its monthly meeting on Wednesday the residents said they were worried about damage to their property and the potential for injury.

Route 4 that used to run on Springland, Flannery and Brookfield has been changed to Springland, Ridgewood and Riverside.

Route 183 buses will detour from Riverside to pick up passengers along Ridgewood, Springland, Flannery and Brookfled.

The benefit to area residents is that Route 183 buses are once every half-hour as opposed to Route 4 buses which are once every six minutes.

No date has been set for the route changes.

Nepean drops plan for bus routes in eight areas

By Ian MacLeod
Citizen staff writer

Bowing to strong opposition from residents, Nepean has killed a proposal to establish regular fixed-route bus service in eight neighborhoods now served by OC Transpo's dial-a-bus service.

Known as Teletranspo, the dial-a-bus service is to be dropped in December because it can no longer meet rider demands and to provide better connections with the region's new rapid transit bus system.

Teletranspo relies on mini-buses and operates to and from the Bayshore Shopping Centre.

The service was to be replaced by the new fixed bus routes, which would have transported passengers to the K-Mart Mall in Bells Corners, the new rapid transit bus system terminal at Baseline Road and Woodroffe Avenue and Bayshore Shopping Centre.

However, establishing the new routes would mean regular-sized buses would operate on residential streets every 30 minutes, from 6 a.m. to midnight. That would have meant two buses would make a total of 72 trips down each street each day.

The decision means residents will have to walk to the nearest main street to get a bus at an existing stop.

Tuesday, about 150 residents jammed the Nepean Council chambers to voice their opposition to the proposed routes at the city's policy and administration committee.

The residents' concerns ranged from vibrations generated by the buses and the fact most residential Nepean streets were not constructed to handle bus traffic, to fears about accidents and the safety of neighborhood children.

To loud applause, Graham Park resident Robert Gowan summed up the residents' resentment over the proposed routes.

"After a thorough survey of the (Graham Park-Qualicum Park) area, we'd like to say thanks, but no thanks."

The survey, he said, found 86 per cent of homeowners in the general area and 95 per cent of the homeowners on streets affected by the proposed route were opposed to the plan.

Another survey in the Briargreen area, found four out of five residents were against the scheme.

Other areas to be included in the fixed route plan were Westcliffe Estates, Lynwood, Arbeatha Park, Trend-Arlington and Leslie Park.

Only one woman supported the fixed route plan, saying it would raise the resale of value of homes near bus stops and provide easy access transportation for senior citizens and those without cars.

The woman was loudly booed.

After a lengthy discussion, the committee agreed not to proceed with the new routes, unless a community petition — with a majority supporting the establishment of such a route on a "properly constructed (neighborhood) collector street" — is organized.

312

noise or fumes.

The proposed addition to the south side of the present building would have required the demolition of a small vehicle control building and relocation of a loading dock.

Staff had suggested the entrance to the addition should face west rather than south, which borders a residential area.

However, *Citizen* officials said an addition with that change would be too difficult to construct without disrupting publication. They proposed building either a brick wall or a sound barrier to buffer the homes to the south and promised the addition would create no extra noise.

Ward Ald. Toddy Kehoe said councillors had little choice but to reject the plan because *The Citizen* hadn't gone far enough to meet the neighbor's concerns.

The newspaper held two meetings with area residents but no compromise was reached. *Citizen* general manager Howard Gaul said the newspaper will either scrap plans for the addition or appeal to the Ontario Municipal Board.

The expansion is needed so employees now working at a Morrison Drive site could be moved to the present mail room at the Baxter Road facility.

Arlington Woods/ Bus route survey

Ottawa-Carleton's transit commission has authorized a survey of Arlington Woods residents to settle a dispute about bus routes in the neighborhood.

University of Ottawa geography professor Roger Needham plans to conduct the study — possibly for free — using student volunteers.

Needham said residents on Riverbrook Road don't want buses on their street because of the noise and vibration. They have suggested buses run along Glendenning Drive and Parkland Crescent.

However, Glendenning and Parkland homeowners oppose the suggestion because they believe the buses would be a nuisance on their streets.

Needham said the Trend Village-Arlington Woods Community Association has asked him to make the survey as part of a university geography course.

While this won't be possible because the school year is almost over, Needham said he will ask univeristy or high school students to volunteer for the survey in May.

Home ca

By Robert Wooler
Citizen staff writer

Cumberland Township
cated Tuesday there is
posed home for troubled
Queenswood Heights area.

Officials of the Ampre
met all legal requirements
can be held up for a few
it can't be halted indefinitely

The group home, planned
drawn fire from homeowner
negative effects on their area

Clark, who appeared to
at a public meeting in Marc
has reservations about the ho

"I said the homeowners w
didn't necessarily — and I'm
necessarily — represent the
didn't want the whole town
Germany," he said.

"I have some reservations
directors) operational and man

As a result of public protest
for an independent inquiry
said council has refused Ampre
Amponsah's request for a $15,00

"The end result is council

Funeral direct

Romeo Emond, a funeral director in Hull for 40 years, died in hospital Tuesday of natural causes. He was 78.

He was funeral director of the Emond Funeral Home on St. Laurent Street in Hull from 1930

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ly two per cent
pping trade was
nadian flagships.
) ranked as the
most active user
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y our imports and

his country that
Atlantic, Pacific

an isolated incident either. The top federal grain transportation administrator's inability to look for real answers to this problem is incomprehensible. His advice to the Canadians is to "live with it." What a cop-out!

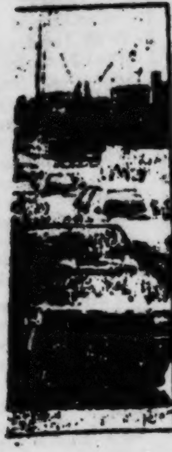
Especially, as Canada is the world leader in self-unloading vessel technology. These "self-unloaders" are a technological and economic breakthrough which were pioneered on the Great Lakes and have operated

bulk cargoes at ... than conventional ships and don't require the sophisticated port facilities that other ships need.

A Canadian flag, deep-sea merchant marine would open a complete range of marine career opportunities to Canadians both at sea and ashore. The domestic shipbuilding and repair industry, if competitive, could expect to build many of the new generations of ships that the

many Canadian shipping companies operating today under foreign flags might return to Canadian flag operations.

The Standing Senate Committee on Foreign Affairs' report on Canada's Maritime Defence said the status, in crisis or wartime, "of Canadian vessels operated under foreign flags requires examination, because of the important commercial, and transportation consi-



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Shakeup at top needed at OC

Thank you for a fine editorial, "Transit blunders on schedule." But where were you when we needed you in 1978, 1979, 1980? The citizens of Highland Park, McKellar Park and other neighborhoods tried at that time to persuade regional government of the flaws in the rapid transit plan; they tried to persuade the Ontario Municipal Board. But transit planning was not to be stopped by the mere application of fact, logic or consideration for neighborhoods.

At public hearings, transportation committee meetings and other occasions we drew attention to the problems of the feeder routes — how they might enter the transitway, what streets would be used, whether a community could expect a net gain or loss from the change, etc. We never did obtain satisfactory answers.

The Highland Park Ratepayers Association has maintained since our first appearance before the OMB in 1978 that Scott Street was the wrong place to put a transit line, being located near the northern edge of the city, and not a central corridor. We also maintained that the proposals made too much use of "the river corridor," as described in the Ottawa-Carleton Official Plan of 1974. We reminded council and the OMB that the Official Plan designated "recreational uses that make use of and do not adversely affect the natural characteristics of the river corridors."

Regional Council ought to reassess the entire plan before more public funds are spent on it and before more injuries are inflicted upon the residents of this city.

David E. Code
Ottawa

•

Regional Chairman Andrew Hayden's criticism of the public relations department of OC Transpo directs the blame away from those who deserve it.

OC Transpo planners and regional elected officials intended to make Churchill Avenue a major bus arterial and, barring that, would have a crack at Kirkwood. To claim that this plan had to be abandoned because of poor public relations implies that the plan itself, if properly presented, has merit. Such a claim also suggests that once appropriate public relations techniques have been applied, the plan could be revived.

OC Transpo's original proposal to have 36 buses per hour, and likely more, pouring down a two-lane street, much of which is now unaccustomed to bus traffic, is not a public relations mixup. It is a planning catastrophe.

No amount of public relations work will dissolve opposition to the fragmentation of the Westboro community and the neighborhoods within the community, which will surely be the result, if the regional plan continues to envisage the streets of this community as arterial roads for bus and other traffic going into and out of the city centre. Ten or more years ago residents adjacent to first Kirkwood, and then Tweedsmuir, fought the same plan, evidently with only temporary success.

Mary Cardillo
Ottawa

•

So OC Transpo is going to make personnel changes in public relations! Next time they'll probably fire secretaries. Anyone with an IQ bigger than his hat size knows the change should be made at the top — Bossall and Hayden. Then the OC Transpo should be made accountable to our elected political representatives. Our alderman is as frustrated as we are. Big buses go by residential "routes" like Dovercourt (starting at 4:25 a.m.), Byron, Churchill and Woodroffe empty, causing pollution and wrecking the roads. In other areas people wait forever.

The transitway is a disgrace — an attempt to be Toronto, when we don't have the same ne[illegible] —

Deporting

A few months ago an organization in Vienna said Canada was dragging its feet in handing over alleged war criminals. Now we see the RCMP commissioner and our solicitor general answering to someone in Vienna, showing that we are active in our search for "war criminals."

Why?

With a force of 15,000 to 20,000 members there must be internal problems to investigate, or is the RCMP running so smoothly that the taxpayer can afford investigative research into citizenship files by the commissioner?

If one expanded this research I'm sure one would find people more worthy of deportation than 40-year residents of Canada without criminal records.

Why are we sending these people abroad? The assumption is that somebody in Vienna is telling Canada, "Yes, he's gui[illegible] I thought Canadians were innocen until proven guilty in a court o law. Nevertheless, when one o our "deportees" dies in prison i

Post Offic

Recently I mailed a cheque an order to a firm in Kitchener. I arrived by parcel post six da

314

Letters

OC Transpo mess

My bus (89) glides down the transitway for a whole 60 seconds. WOW! What a system! Forget that nothing connects at either end. Forget that it took me one hour and 15 minutes to get to work. That 60-second fix sure provides a high — for somebody. My second observation suggests that OC Transpo is in cahoots with the newspaper business; newsboxes are springing up like mushrooms at bus stops — a captive audience?

OC Transpo should provide a courtesy pass to all passengers it has insulted for the past two months. We'll pay again when the system works!

H. K. Eidvik
Ottawa

•

In reply to Thomas Kemeney's letter, I suggest that one of the best preventions for sickness and constipation is exercise.

An 11-ton bus (hardly a minibus!) spewing out diesel fumes while carrying one or two people, a normal occurrence in residential streets, can scarcely compete with a safe, quiet, non-polluting 10-minute walk in the fight for a clean, pleasant, stress-free environment.

Down with Sickness Canada! Fitness Canada favors walking as the best exercise. Our "lifelines" would be extended and our "family trees" healthier without unnecessary diesel fumes.

A walk of approximately 10 minutes (one km) would take the furthest Lynwood Village/Arbeatha Park resident to a main corridor for a regular, reliable bus service carrying large numbers of people. Waiting for a bus in a snowbank for 15-20 minutes is a greater annoyance than a 10-minute walk. The handicapped and disabled are already served by an excellent Para Transport Service.

Throw away those purgatives, Mr. Kemeney, and try a little exercise. It's much less expensive and we'll all feel more content.

Catherine Pringle
Nepean

•

My anger, outrage and frustration with OC Transpo, Nepean City Council and some residents in Arlington Woods compel me to write.

Recently OC Transpo put a new bus route on Riverbrook Road. The idea was not entirely theirs. They were aided by a small group of residents who were not prepared to walk a few blocks to preserve the quiet nature of this street.

We now have daily, 18-hour service which carries approximately 72 buses a day along this street, virtually empty 75 per cent of the time. Is their right to door-to-door bus service greater than my right to the peace and quiet of my home? With the exception of a few, the Riverbrook residents do not want this service.

All this to provide school bus service for the teenagers in the area and to ensure that no one walks more than two blocks to a bus stop.

B. Campbell
Nepean

•

Except for their shape and color, one could hardly have suspected that the speeding objects on Carleton University Avenue were two OC Transpo pedestrian assault vehicles.

Some see no improvement in

Instead of stopping some 20 feet from the puddle of salty water, I should have run — but I didn't. I stood transfixed at the crosswalk, silently calculating the odds. The first behemoth flashed by, missing the puddle — but, alas, team effort does work, and the second one inched closer to the curb and got me.

I chose to share my findings with OC Transpo — the first, concerning slight excesses of speed, the other, the uncanny abilities of some drivers. I called OC Transpo at 5:01 p.m. and was informed by a taped voice that the office closes at 5 p.m.

I humbly suggest that the flagrant abusers of taxpayer "sensitivities" stay after hours to listen to comments on how OC Transpo serves its clients.

J. P. De Grandmont
Vanier

•

OC Transpo has changed a number of bus routes again. Will these changes sufficiently improve the transit system so that the public will again feel that they are getting a good service for their money?

Readers write on abortion,

The Toronto Health Department's planned distribution of [illegible]

movement as a fanatical one. Of course this surprised me not one bit. *The Citizen* ignored a Confer-

Canadians. It can print what it chooses, and does not necessarily believe in what it publishes. Cam-

Tattle tales might slow fast buses

[illegible]

There are those who think OC Transpo service isn't fast enough.

Then there's Ald. Jim Durrell.

In a bid to put the brakes on speeding buses, Durrell wants them to carry huge digital speedometers just above the windshield.

If the driver's foot gets a little too heavy on the accelerator, the giant speedometer, like a flashing scoreboard at a Rough Rider game, will immediately relay the infraction to the public.

The peer pressure just might convince drivers to slow down, Durrell thinks.

Durrell said Tuesday he wants the Transpo commission to at least consider the idea.

He said he gets 80 to 100 telephone calls a year from residents complaining buses roar up streets late at night and early in the morning.

Giant speedometers could be installed on the 40 or 50 routes that inspire the most complaints — including some downtown bus routes.

At $100 a shot, "it's something I'm going to push for," Durrell said. "It would be a good public relations thing and it could solve some problems, perceived or real."

And Durrell says it needn't cost much more than $100 a bus, although he's not sure if anybody manufactures these overhead speedometres or whether any other bus systems use them.

But OC Transpo general manager John Bonsall isn't impressed.

"It's not going to happen," he said flatly, adding Transpo will look at other measures of discouraging speeding. Transpo inspectors already check drivers periodically with radar guns to catch speeders.

I phoned Agriculture and Health and Welfare and learned that the herbicide was probably Killex, a combination of three agents including at least one believed to be a cancer threat. I learned that the sign is put up when the herbicide is applied and taken down the next day. I also learned that the sprayed place is not safe for three or four days.

I wondered about the responsibility of public servants.

Robert Anderson
Ottawa

income spouses the most.

As an alternative, we urge provincial ministers to support the recommendations of the recent Parliamentary Task Force on Pension Reform. We urge that homemakers with a spouse, or dependent children or relatives, receive direct coverage under the Canada Pension Plan.

Pensions would then be based on an estimated value of homemaking rather than on the income of the spouse. The homemakers' pension would be paid for mainly by the spouse receiving the service, with the exception of low-

Rideau mall traffic

I agree with A.M. Mitchell (Letters) concerning the "Rideau disaster." Further, 99 per cent of people I have spoken to are not in favor of traffic patterns in the area. It is a disgrace.

Although the Rideau Centre is a 'success,' the opposite must be said of the mall, which exists only to accommodate buses, and not people. When a city planning body would alter the main east-west traffic flow in the area, and incidentally also direct traffic to the Queensway via Rideau, to Waller, to Besserer, to Nicholas streets and through a maze of traffic signals, signs and turns, grave doubts arise as to the competence of these so-called planners.

Other areas of traffic impediments are the many four-way stops; unnecessary one-way streets in Lowertown and other areas; street closures; Riverdale Street obstructions at Echo Drive; St. Laurent Blvd. offset at Smyth, Russell Road, which has negatively affected Elmvale shopping centre; and unnecessary traffic signals, poles and signs which are costly, polluting and impractical.

Now, following the city's Bank Street fiasco, it wanted to prevent Elgin Street merchants from holding a sidewalk sale. Next, they will try to impose upon us their choice of colors for our homes. Remember the Byward Market rainbow?

I strongly suggest that this city's administration leave its citizens alone and occupy their time more constructively, particularly concerning corrections to these disgraceful situations.

C. Marchand
Ottawa

Protestant school

The article on the closing of the one-room school in Grattan Township quotes the education ministry spokesman as saying: "Protestant farmers established such boards to protect their religion." From what or whom does the Protestant religion need protection?

The Protestant separate school was established to save money and, until last year, the ratepayers who supported it paid considerably less taxes than public or separate school supporters in the same area. Any parents could send their children to this school, regardless of their religion.

My children are Roman Catholics and they obtained all their elementary education at that school. I believe they received a good education, but they certainly were not there to protect the Protestant religion.

Mary McMaster
Douglas

Premature flag

I found it strange that your recently produced maps in color of the D-Day landings in Normandy, showed the Canadi

Russian bruta

In this Orwellian year of 1984 the Baltic people — Estonians, Latvians and Lithuanians — count 43 years since the terror-stricken night of June 14, 1941. The Soviet occupants of the three Baltic countries arrested 85,000 men, women and children and thrust them into boxcars for transportation to Siberian slave camps.

Both have just returned from trips, [illegible] to Montreal and Smith to Calgary. They say

([illegible], page 10)

Buses threat to Hill show, NCC warns

By Doug Kelly
Citizen staff writer

The $2.3-million sound and light show scheduled for Parliament Hill this summer will be drowned out by the noise and headlights from buses running along Wellington Street, federal officials fear.

Despite a request by the National Capital Commission, the regional transit commission unanimously rejected Wednesday rerouting OC Transpo buses off of Wellington during evening hours when the show is running.

The commissioners doubted NCC allegations that buses would ruin the show highlighting moments in Canadian history through projections of color and different light intensities onto the Centre and East Blocks. The NCC is charging admission to the shows.

"How can (the NCC) assume the buses are going to be a problem before the show has even begun?" asked Kanata Mayor Marianne Wilkinson.

Ottawa Mayor Marion Dewar said many of the tourists going to see the show would be using Transpo and it makes little sense to reroute the buses onto Queen as suggested by Transpo staff.

But the creator of the show, Marcel Tremblay, is sure the noisy buses will be disastrous.

"Imagine people watching the show, listening to Canadian history and hearing buses in the background."

Tremblay also said headlights from the buses would take away from the atmosphere.

"It'll be like turning your headlights on in a drive-in movie."

The NCC recently tested sound levels on the Hill and it was determined the buses were respon-

(Hill show, page 17)

Cardinal

From page 1 story:
Czech Roman Catholic primate
challenging Communist regime

moves appear to be tactical measures to unsettle the government.

Some suspect the Vatican may have put Tomasek up to the offensive, but the primate insists his show of stiffened spine is purely his initiative.

"It's my own decision to speak out," said Tomasek in an interview in his airy office, adorned with religious paintings and portraits of popes, which overlooks the cobbled square in front of the Prague castle residence of Czechoslovak party chief Gustav Husak. "It's necessary that points of view which are rather confused now be made clear. The negotiations are at a stage of expectation."

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Hill show

From page 1 story:
Buses threat
to Hill show,
NCC warns

sible for much of the noise.

After being approached by the NCC about the problem, Transpo staff suggested rerouting buses numbers 1, 2, 4 and 7 from Wellington to Queen Street for the evening, beginning at 7 p.m.

The westbound buses travel from Confederation Square along to Bank Street, with eastbound buses using Wellington between Kent Street and the square. There are three eastbound stops and two westbound.

Transpo general manager John Bonsall said it would cost next to nothing to reroute the 28 buses that travel along that stretch hourly.

But Dewar argued Transpo has come under enough pressure recently because of route changes.

The transit commission may reconsider if the buses really present a problem.

The Outaouais Regional Transit Commission has also been asked to reroute its buses from Wellington. That goes before the commission May 27.

NCC spokesman Ernest Labreque said the show will not be cancelled because of Wednesday's decision.

Labreque said he will ask the commission to change its mind at its next meeting, June 6.

Four 20-minute shows starting at dusk are scheduled to run July 5 until Sept. 3.

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3 men jailed week for sex with girl, 13

YELLOWKNIFE, N.W.T. (CP) — Three who pleaded guilty to having sex with a

spo gets lashed

The article, "Bus service to be returned in Briargreen subdivision" (Jan. 5), says: "Kanata Mayor Marianne Wilkinson, who proposed the motion to re-introduce service, said OC Transpo has a responsibility to serve the wishes of minorities, even when the majority is firmly opposed."

Here are some questions for Marianne Wilkinson, Andy Haydon and the three commissioners who voted with her.

- If Marianne and her four colleagues run in a future election and lose, on whom will they rely to reverse the wishes of the majority and "protect" the minority?
- Why should Marianne impose the wishes of the minority in a municipality in which she neither ran nor was elected?
- Why should OC Transpo run a service against the wishes of the people who through taxes have ated and pay for OC Transpo?
- Why are the five commissioners so interested in unnecessarily serving a tiny minority in tiny Briargreen when a huge majority of the OC Transpo users in the entire region are furious about the recent changes?

Boris Borodchar
Nepean

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A false impression has been created by the report (Jan. 5) on the meeting of the Ottawa-Carleton Regional Transit Commission.

Mark Kennedy wrote, in connection with the bus service in the Lynwood Village/Arbeatha Park area of Bells Corners: "Some community residents at the meeting opposed the new service because they felt it posed a threat to children playing in the streets." This is wrong.

The residents, on whose behalf I addressed the commission, feel that the buses do represent a threat to children on the streets of Lynwood Village/Arbeatha Park. Our primary concern is that the buses run along the same streets that children walk along to go to school. With teletranspo, the buses were dispersed over all the streets in the area.

Now they are concentrated on one route. This increases the possibility of accidents. If it were just a matter of children playing in the streets we would expect the parents to remove them.

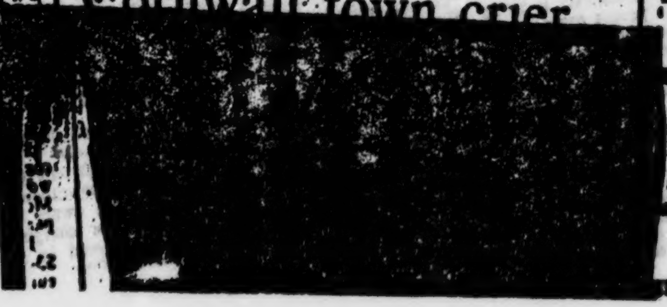
The streets in this area fall far below the standards set by the Ottawa-Carleton Regional Transit Commission for subdivision service. They don't have curbs, sidewalks or street lighting, and vary in width from approxim to 24 feet. The City of N does not have the plans o money to upgrade the stree fully utilized, the demand-re sive service in this area coul sult in 72 buses a day ru along the route through the munity.

The solution to this prob presented to the commission Mayor Ben Franklin, is to con the bus service to its regular r along the Richmond Road corridor and not have it enter area on a demand-responsive sis. Commission members fami with our area supported this tion; those who do not know area did not. Unfortunately latter group was the majority.

We do not understand how majority of our regional tran policy makers can ignore th safety hazard. The standar which they set themselves are n being met. In addition, the majo ity of residents in the affec area have said that they do n want buses running through th community. Still, the commissio has told us we are going to hav the buses.

Richard C. Morrison
Nepean

Cornwall town crier



The Local Citiz

Ottawa, Monday, April 30, 1984, Page 17

Bus detour begins on King Edward; residents seek delay

By Jacquie Miller
Citizen staff writer

OC Transpo buses began rolling down King Edward Avenue and Stewart Street today despite efforts of Sandy Hill residents to delay the route changes a week to allow for repaving.

The bus route change is expected to last about five months while the transitway is being built.

Residents say the changes shouldn't take place until roads can be repaved to lessen the vibrations caused by the extra traffic.

Many of the houses along King Edward Avenue and Stewart Street are old masonry and are susceptible to vibrations, residents fear.

"Every time a bus goes by, things shake," said Linda Geller-Schwartz, who lives on King Edward.

"It's so bad that people who sleep in the front of the houses are awakened if a heavy bus or truck goes by."

A petition with about 60 signatures calling for the delay was delivered Friday to St. Georges Ald. Nancy Smith.

Regional planners say sections of King Edward and Stewart will be repaved in about one or two weeks. They hope the weather will be consistently warm by then to allow the asphalt to dry in one day.

Smith said a contract is to be awarded to a paving company today, and the work will likely be scheduled for next week.

Residents are resigned to the temporary detour and inconvenience of the extra buses and cars, said Ellen Watson, who lives on King Edward Avenue.

Smith said delaying the bus route changes even a week could throw transitway construction off schedule.

The sections of road to be repaved are King Edward between Laurier Avenue and Stewart, and Stewart between King Edward and Waller Street.

For the next five months, the roads will have to handle traffic detours to allow for construction of the $4.4-million central leg of the transitway.

Buses now going northbound on Nicholas Street will be transferred to King Edward Avenue. A bus-only lane will begin on the north-bound curb lane of King Edward Avenue between Templeton and Osgoode streets.

About half the buses travelling along King Edward will turn west along Laurier Avenue and half will turn west along Stewart Street.

During peak hours, about 70 to 80 buses will travel down Laurier Avenue, while the off-peak bus traffic will be about 25 to 30 buses an hour.

Stewart Street will have about 70 to 80 buses an hour during morning and afternoon rush hours, and no buses at other times of the day.

OC Transpo officials said there were no problems with the route changes this morning. About half the buses to be rerouted down King Edward began the run this morning, while the rest still used Nicholas Street. By Thursday, all the northbound buses will be using King Edward.

Other traffic changes in the area are to begin May 7.

Nicholas between Mann and Laurier is to be closed to north-bound traffic. South-bound traffic won't be affected.

Two injured: Passers-by aid injured Sunday in a two-car co ing Avenue and Acres Road. MacGougan, 21, of Aleutian Ro head on the windshield and was

Owner fined despite tenant aid

By Stephen Bindman
Citizen staff writer

Although tenants asked to have the charges withdrawn, an Ottawa apartment owner has been fined $3,000 for charging rents above those allowed by the Residential Tenancy Com

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dians are concerned, it will become an election issue and will be resolved at the ballot box.

I resent, however, the use of my tax dollars and the waste of high-paid judges' time by groups who want to use the courts to bypass the political system.

And isn't it time the House of Commons sent out a crew to clear up the rubble on the Parliamentary lawns? There are ample campgrounds available for those who want to camp out.

Henry F. Heald
Nepean

Shocking remark

I was shocked, angered, and saddened by the callous remarks about rape made by Trustee Tod Best, and reported in *The Citizen*, March 1. "When rape is inevitable, I guess you might as well lie back and enjoy it."

Mr. Best is a public servant, a purported educator and a "trustee" of our children's education. If he doesn't have the sensitivity, or the perspicacity to apologize for his attitude, then I despair for the education system he represents.

Lenore Burton
Ottawa

Tobacco ignored

Two articles on drug use among children and a color advertisement for cigarettes were published on the same page of *The Citizen*, March 5. The drug articles referred to alcohol, marijuana and other drugs but not tobacco. This seems most unusual given that 30 to 40 per cent of Canadians take up smoking by age 18.

During the lifetime of every smoker there is a 12 per cent chance of developing lung cancer, and a 50 per cent chance of premature death due to heart attack. At least 30,000 Canadians died prematurely due to smoking in 1983 and most of these persons started to smoke as children. Clearly, therefore, smoking is the number one drug problem among Canadian children.

The Citizen continues to expose children to cigarette advertising that associates smoking with attractive, vigorous, youthful figures. I suggest that this is not the behavior of a good "citizen."

Donald T. Wigle
Ottawa

Increased traffic

The recent OC Transpo Commission decision to divert increased bus traffic to Churchill Ave. has done little to improve their image and much to erode public confidence. This proposal was contained in an omnibus memorandum which was presented to the OC Transport Commission and passed after debate. There was no prior consultation with me as the area's elected representative and it was not circulated to people who will be affected most.

The City of Ottawa emphasizes public participation, frequently even on issues with far less direct impact than running 32 buses every hour down a two-lane residential road.

This is one more unfortunate episode in the implementation of a very complex transportation system. The decision to route the buses differently is an unplanned consequence of ongoing construction on the transitway and the upcoming closure of the eastbound Queensway offramp to Kirkwood Ave. which is within provincial jurisdiction.

Without doubt the extra bus traffic must be routed somewhere and some residents must face an increase in bus traffic. But to funnel it through a street which already faces difficult traffic problems is untenable. I intend to pursue this matter further with the OC Transpo Commission to seek a more satisfactory solution.

Terry Denison
Alderman
Queensboro Ward
Ottawa

Distorted values

It is distressing to witness the distorted sense of values of federal minister of fisheries Pierre de Bané — for example, his reference to members of the International Fund for Animal Welfare as "despicable criminals" because of their renewed protest against the seal hunt.

How can concerned citizens seeking to preserve living creatures from unnecessary slaughter be so maligned? Perhaps De Bané regards the harmless spraying of dye on seal pups or the infringement on air space over ice floes arbitrarily designated to be off-limits as heinous crimes.

If so, what superlatives would the minister reserve to describe Iraqi generals who employ ghastly chemical weapons in the Gulf war? What adjectives remain in his vocabulary to describe the indiscriminate bombers of the IRA, Libyan "hit-squads" or Armenian terrorists?

It is a sad commentary on this minister of the Crown that he should slander these humanitarians in this way. In a world so needing quality leadership, his example is surely not one to emulate.

Colin Old
Ottawa

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Letters

Buses on the move, slowly

Bank Street bus saga

The real villains in the Bank Street bus story are not the merchants who pressed for the elimination of the exclusive bus lanes, but OC Transpo management.

OC Transpo says service would be slower if the buses stayed on Bank Street. They say extra buses would be needed to compensate for reduced efficiency. How come they can find buses for unwanted new routes in low-density suburbs, where they will be little used, but not for vital downtown services? Their arguments assume buses will move faster on Kent Street. Anyone who has ridden these buses at rush hour knows that is not very likely.

All evidence suggests that moving the buses to Kent Street was not done for any valid operational reason, but to pressure the merchants to cave in to OC Transpo's demand for the reserved lanes, or else arouse so much public indignation that Regional Council will act against the merchants' opposition to restore them.

To maximize the pressure, the scheme seems designed to do as much harm as possible to Bank Street business and cause as much inconvenience as possible to bus users. Motorists also suffer from worse congestion on Kent Street because of the buses.

OC Transpo needs new management that will do its best to provide good service with the resources (including reserved lanes) made available to them rather than take it out on the public with calculated spite when they do not get their own way.

Chas Shrubsole
Vanier

Do M

I was disturbed by a Lynch column that said: the subject was being d there were hardly any MP House." This apparently mid-week.

We hear much criticism the lack of productivity Public Service and in in We hear that young peop many others do not want to The work ethic that I, as a citizen, and other members generation subscribed to longer acceptable.

I wonder about the produ of the average Member of ment. If someone converted exaggerated salaries to an

Seal hunt

Only recently has there co our attention an item by Best headed, "Seals: U.K. h risy vs. indifference here".

Quoting from *Hansard*, related how international minister Gerald Regan stat the House: "We believe … there should be continued pu ty about the fact that the fis industry is indeed quite sep from the sealing industry."

Astounding words, from representative of a governm which years ago transferred ju diction of marine mammals f the department of t Environment to the department Fisheries. From then on, the nual carnage has been referred as the "seal fishery" (a compared by subsequent minist to the "harvesting" of orang and wheat.)

Tina Harrison
Co-ordinator
Canadians for the Abolition of the Seal Hunt
Vancouver, B.C.

All children need compassion

Cumberland residents are being asked how a group home in their township can possibly benefit them—and what threats … children are doomed to a life of crime and cruelty to others? Are these children all potentially young offenders? … responsible for the procedure which the public was notified o their opening? Ampress procede

322

Sandy Hill residents give up bus battle

By Janice Middleton
Citizen staff writer

Sandy Hill homeowners are resigned to having OC Transpo buses roll down their streets even though repaving of King Edward Avenue and Stewart Street won't be done until the weather warms up.

Sixty residents signed a petition, presented to St. Georges Ald. Nancy Smith last week, to persuade regional government to delay the buses until the two streets could be resurfaced to lessen vibrations from heavy bus traffic.

But the buses were on the streets Monday morning as scheduled.

Ald. Smith said Wednesday that while she understood the protesters' concern about damage to their homes, "there isn't much we can do for them."

Linda Geller-Schwartz, who spearheaded the petition with several others who live on a heritage block of 80-year-old homes on King Edward between Wilbrod Street and Laurier Avenue, said Wednesday that the protest is "over for now."

"Let's hope it gets warm very soon.

"I don't think carrying on will serve any end. We got part of what we want. We are getting the street repaved and at first there was no consideration given to that."

Construction on Nicholas Street between the Queensway and Laurier Avenue means the detouring of all bus service in this area until next fall.

That means 70 or 80 buses an hour will be travelling down King Edward, Laurier and Stewart streets at peak times with about 25 or 30 during the rest of the day.

"You can feel the shaking," Geller-Schwartz said.

Monday, north-bound buses into Sandy Hill were detoured off Nicholas Street, onto King Edward Avenue, turning west onto Laurier Avenue or onto Stewart Street to Waller Street.

The west-end afternoon express service was also changed Monday. Passengers, who normally board on Nicholas and Waller, now get on the bus at Stewart or Laurier.

Starting today, express services into downtown Ottawa from points east will get off the Queensway at Alta Vista and travel by Alta Vista, Riverside, the transitway, King Edward and Stewart to downtown.

Transpo shakeup designed to improve public input

Ottawa's milk war is being revived as some supermarkets and corner stores drop prices by up to 35 per cent.

A four-litre bag of two-per-cent milk ranges from $3.39 at many convenience stores to $2.29 at some small grocery stores. The regular price at most large supermarkets is $3.19.

The latest milk war is led by

minimum grocery

closely followed by

IGA and Loblaws

stores, which are

at $2.39 a bag. 7-Eleven

have the highest prices

bag, followed by Mac's

$3.35.

This week's *Citizen* food

shows the major discount

other parts of the city.

— Wayne Cuddington, Citizen

no just finished an eight-week
n on St. Laurent Boulevard —
a stable cat wandered into a
bby had the boys breaking up.

Shake-up coming in OC Transpo public relations

By Robert Wooler
Citizen staff writer

OC Transpo's public relations department is slated for a shake-up following the public outcry over the rerouting of buses on Churchill Avenue, says Regional Chairman Andy Haydon.

"We've got to make some changes in the way we handle information and that will involve some personnel changes," Haydon said Monday after a regional executive committee meeting.

Haydon, who is also Transpo chairman, says the PR department was responsible for a lot of the misunderstandings surrounding the Churchill route changes, adding "we'll take steps to rectify that at our next meeting (scheduled for April 4).

"There's no doubt it was very badly handled."

Haydon says the changes — originally calling for the tripling of the number of buses on the residential street — could have been implemented more smoothly if residents could have had enough information to put the increase into some perspective.

"The change is more frightening than the actual number," he said.

If residents had been told that a street such as Parkdale Avenue carries 45 buses an hour all day and that almost 10,000 vehicles now use Churchill, they would have seen that adding 24 buses would have a minimal effect.

Instead, they were just told the number of buses would jump from 12 to 36 during peak hours.

Taken out of context, that number can be alarming, he said.

Ald. Terry Denison, who represents the Churchill area, agrees the community should have been consulted before a decision to increase buses was made.

"There's a real problem of getting information out, not only to bus users, but to people on the street and elected officials," he said.

Andy Haydon
Changes 'badly handled'

In addition, Denison says he has received hundreds of letters from concerned residents opposing the increase in the number of buses.

The commission had to scale down its original plans after more than 400 angry Churchill-area residents voiced their disapproval at a public meeting Friday of turning Churchill Avenue into a major bus arterial.

Transpo commissioners voted unanimously Monday to scrap plans to turn Churchill Avenue into a main bus route.

[illegible] of the buses that had been slated for Churchill will use Kirkwood Avenue or Richmond Road.

A lack of adequate information was also blamed for the disastrous opening of the system's rapid transitway in December, which saw hundreds of commuters left standing in sub-zero temperatures waiting for buses that were behind schedule.

Although Haydon would not identify who will be involved in the PR department shakeup, public relations director Jacques Guay has come under fire from other Transpo officials recently.

Guay refused comment on the issue.

(Related story, page 14)

Letters

Words of wisdom

We wish to commend your editorial, "Sri Lanka: time running out." It was a well-perceived assessment of a difficult emotion-charged situation, with a clear vision of the problems iying ahead for that country. We approve irrevocably your words of wisdom for all the players in the conciliatory process in Sri Lanka. Thank you.

Asoka Weerasinghe
Chairperson
Project Peace "for a united Sri Lanka"
Vanier

Labor's view

The media's desire, more than adequately represented by *The Citizen*, to encourage strikes is not shared by the labor movement. The Alliance membership does not have strikes as a goal — it is very strongly committed to use the free collective bargaining process which has as its goal to negotiate working conditions for working Canadians.

Why *The Citizen* and your reporter could not deal with the real issue that Parliament Hill employees have the right to organize is most disturbing. It reflects the media's desire to accent the negative and eliminate the positive.

More than 95 per cent of collective agreements in Canada are settled without disrupting services. In the experience of the Alliance, it is closer to 99 per cent. We are not paranoid but we are distressed at the media's quest to reinforce the public's negative attitude in order to make better headlines and sell newspapers.

One has to be a fool to aim for strikes; we are not fools. Maybe we are naive in thinking that the best way to reach a collective agreement is in the mature, civilized manner, without conflict. But that is the way we are.

Pierre Samson
National president
Public Service Alliance of Canada
Ottawa

Transit probe needed

The concept for a "rapid transit" in Ottawa, as it has been planned, has been challenged by the McKellar Park Community Association, Highland Park Ratepayer's Association and other community groups since 1977.

The present difficulties and failures seemed obvious to most citizens who became involved in the detailed study of this catastrophe. All reasonable pleas and alternatives could not deter this [illegible]-Haydon folly."

[illegible] commission investigate the motives of the responsible parties, as well as their inappropriate planning before the havoc which has already been created becomes irreparable?

Helen S. Vechter
Ottawa

Three questions

Regarding the Shearing murder spree in B.C.:

When our judicial system can allow this monster to be free at age 50, and legally own another firearm at age 55, then three questions come immediately to mind:

- If the killer carries a firearm to the scene of a contemplated crime, then stalks his prey, is not the crime itself premeditated?
- Are not our values terribly warped, if each human life in Canada is measured against a four-year, two-month sentence? (Six lives divided by 25 years.)
- Is there not a valid argument for capital punishment?

David Lister
McDonald's Corners

•

Your recent front page story about the confession and sentencing of David Shearing makes me think that there should be some form of capital punishment in Canada.

I don't want to sound like a person who enjoys this sort of thing. I dont; but people like David Shearing and Clifford Olson do not deserve to live in this world with the country picking up the tab to care for them over the next 25 years.

Some people worry about the rights of prisoners in sentencing them to death, but what about the innocent victims in these murders? What happened to their right to life?

When I hear the stories relating to David Shearing, Clifford Olson, and their respective victims, it makes me sick.

Leo Roelofs
Gloucester

Bank Street

I have two quarrels relating to the editorial, "No miracle on Bank Street."

My first quarrel is with the writer who has taken another swipe at the Bank Street merchants. I doubt if the merchants believe in miracles, let alone [illegible] to protect [illegible] livelihoods.

My second quarrel is with OC Transpo and the arrogant way they seem to do things. We did not ask to have the buses taken off Bank Street. Far from it; we want them on the street. But the merchants have been blamed for OC Transpo's action.

Bank Street and some of the businesses on it have been around for years and millions of tax dollars have been collected from them. The business world of Ottawa does not "Rendezvous at Rideau" as OC Transpo seems to think.

What is this mania for speed that OC Transpo has? Why do they think that their passengers must reach their destination three to five minutes earlier (and $200 million poorer)?

The problems with traffic on Bank Street are not unique. They could be solved with co-operation from all sides. Bank Street does not need any more "bad press;" we've had more than our share. Solve the problem, then tell the press. The reins on OC Transpo should be tightened, though. I had not realized that OC Transpo was running the city. Why have we been electing all those other people?

As for the editorial, would it not serve your paper better to do a little "investigative journalism" and find out what the entire facts are before throwing rocks from your glass tower? And I don't mean reading what is already printed in the newspaper. That is dubious information at best.

William M. Roe
Ottawa

Vacant seat

We in the federal government constituency of Nepean-Carleton have been without a parliamentary representative since the Hon. Walter Baker died last November. So far, no date has been set by the prime minister for a byelection.

This is a most unsatisfactory state of affairs, and I cannot understand the reason — political, no doubt — for this delay.

It would seem desirable and possible for a government to declare that a byelection shall be held automatically some six weeks after a seat becomes vacant. This should enable all concerned to make the necessary arrangements in ample time and a saving in expense.

I ask – is there any valid reason why the time limit I suggest cannot be introduced?

H. H. Watson
Nepean

e into the age of the pharaohs

ATTACHMENT 5

VIBRATION RECORDS
YEAR 1967

COMPLAINANT	ADDRESS	DATE
A.J. McAuley	79 James St.	28 August
M. Smith	Sandridge Rd. and St. Laurent Blvd.	2 November

YEAR 1968

COMPLAINANT	ADDRESS	DATE
F.A. Zuana	112 Byron Avenue (Vel. 0.2829 in/ sec.)	24 June
W.A. Thomas	2130 Arch St. (Vel. 0.1722 in/sec.)	9 December
Mr. Davidson	636 Courtney	31 December

YEAR 1969

COMPLAINANT	ADDRESS	DATE
Mr. L. Luker	952 Baseline Rd. (Vel. 0.2 in/sec.)	29 January
Mrs. J.J. Beaton	765 Hemlock Rd.	14 May
Mrs. R.M. Morris	729 Hemlock Rd.	14 May
Mr. Ward	905 Chapman Blvd. (Vel. 0.71 in/sec)	28 May
Mrs. L. Guenette	166 Geoffry St.	18 August
Mr. Percivil	908 Baseline Rd.	4 September
Mr. J.A. Smith	965 Walkley Rd.	22 October

VIBRATION RECORDS
YEAR 1970

COMPLAINANT	ADDRESS	DATE
Mrs. F. Elliot	29 Clemow Ave.	9 February
Mrs. G.H. Burland	26 Clemow Ave.	26 February
Mrs. E. Linnen	1215 Meadowlands Dr. E.	22 April
Mr. Curley	210 Somerset St. E.	5 May
Mr. Reany	838 Byron Ave.	3 June

YEAR 1971

COMPLAINANT	ADDRESS	DATE
Mr. B.E. Harding	2236 Melfort St.	28 July
Mr. W.A. Morrison	369 Main St.	28 July
Mrs. W.A. Morrison	399 Main St.	29 July
Mr. J.M. Flood	2455 Walkley Rd.	17 August
Mr. R. Morin	2453 Walkley Rd.	19 August
Mrs. Williams	377 Main St.	18 October
Mr. Renza	265 St. Laurent Blvd.	30 November

VIBRATION RECORDS
YEAR 1972

COMPLAINANT	ADDRESS	DATE
Mrs. Chalifour	1269 Woodroffe Ave.	13 March
Mr. T.N. Ryan	1234 Woodroffe Ave.	2 April
Mrs. A. Williams	379 Main St.	2 May
Mr. Ostrowski	816 Tavistock Rd.	17 May
Mr. I.E. Slone	546 Sherbourne	19 May
Mr. O'Brien	64 Carling Ave.	21 June
Mrs. W. McLeod	1836 Prince of Wales Dr.	22 June
Mr. Duff	127 Beaver Ridge Rd.(Vel. 0.039 in/sec.)	28 June
Mr. G. Rodgers	1451 Fisher Avenue (Vel. 0.0322 in/sec.)	5 July
Mrs. R. Labelle	609 Malartic St.(Vel. 0.1222 in/sec)	31 August
Mrs. Peche	153 St. Laurent Blvd.	3 October
Trottier & Trottier	1025 Ogilvy Road	19 October

VIBRATION RECORDS
YEAR 1973

COMPLAINANT	ADDRESS	DATE
Mr. Dupuis	967 Baseline Rd.	24 January
Mr. W. Stanzak	227 Wurtemburg	27 January
Mr. Schrader	168 Meadowlands Dr.	16 March
Mr. G. Burtt	Morrison Dr.	13 April
Mr. H.P. Raghunandan	1684 Russell Rd. (See file 1975)	15 May
Mrs. Klassen	5626 McLean	30 May
Mr. Copcutt	121 Meadowlands Dr.	25 June
Mr. Walters	123 Meadowlands Dr.	25 June
Mr. D. Smith	950 Meadowlands Dr.	1 October
Pro. Hunter	979 Falaise Rd.	10 October
Mr. G. Rodgers	1451 Fisher Ave.	15 October

YEAR 1974

COMPLAINANT	ADDRESS	DATE
Mr. T.M. Ryan	1234 Woodroffe Ave.	16 March
Mr. Ostrowski	816 Tavistock Rd.	17 May
Mr. Nicholson	2550 Carling Ave.	6 June
Mrs. Azar	836 Pleasant Park Rd.	11 June
Mr. Reid	Regional Road 8(1 mile east of Regional Road 30)	18 June
Mr. West	50 Knoxdale Rd.	25 July

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CONT'D

VIBRATION RECORDS
YEAR 1974

COMPLAINANT	ADDRESS	DATE
Mr. Fennel	179 Glenora St.	5 September
Mr. W. Andrews	375 Main St. (Vel. .113 in/sec)	16 September
Mr. Ladouceur	436 Main St.	25 September
Mrs. Cockrell	2030 Kilborn Ave.	29 October
Mr. L. Putinski	12 Stanwood Dr (Blasting Claim)	31 October
Mr. J.J. Oggel	186 Norice Street (Blasting Claim)	6 November

YEAR 1975

COMPLAINANT	ADDRESS	DATE
Mr. H.P. Raghunandan's	1684 Russell Rd.	29 January
Mr. R. Dickie	2189 Saunderson Dr. (Vel. .033 in/sec.)	24 March
Mr. Frazer	2205 Saunderson Dr. (Vel. .033 in/sec.)	24 March
Mr. J. Lamaire	940 Goren Ave. (Vel. .033 in/sec.)	24 March
Mr. E. Messner	2200 Saunderson Dr. (Vel. .033 in/sec.)	24 March
Mr. R.J. DeGrandpre	1948 Othello Ave. (Vel. .07 in/sec.)	24 March
Mr. Argue	650 Windermere Ave.	9 April
Mr. P. Schwab	587 Dovercourt Ave.	9 April
Mrs. Bain	629 Westminster Ave.	9 April
Mrs. Lintell	620 Dovercourt Ave.	9 April
Mr. John Graham	193 Landsdowne Rd.	3 June

CONT'D ON NEXT PAGE

VIBRATION RECORDS
YEAR 1975

CONT'D

COMPLAINANT	ADDRESS	DATE
Mr. A. Lamarche	108 Range Rd.	4 July
Dr. J.I. Parsons	239 Range Rd.	4 July
Mr. R. Gaeneau	140 Range Rd.	8 July
Mr. T.M. Saunders	250 Range Rd.	9 July
Mr. A.J. Quinn	1503 Clementine Blvd.(Vel. .058 in/ sec.)	23 July
Mrs. R. Diguer	1025 Pinecrest Rd.	31 July
Mr. Moore	115 Meadowlands Dr.	1 October
Mr. M. LaMarche	2395 St. Joseph's Blvd.	14 October
Mr. M.D. Nicolson	2550 Carling Ave.	27 October
Mr. Shea	979 Pleasant Pk. Rd.	31 October
Mrs. Davidson	435 Island Park Dr.	4 November
Dr. Downes	637 Windermere Ave.	4 November

YEAR 1976

COMPLAINANT	ADDRESS	DATE
Mr. J. M. Veall	3234 Southgate Rd.	12 March
Mr. A.F. Goetz	2457 Walkley Rd.	30 March
Mr. W.H. Doucette	1904 Othello Ave.	5 April
Mr. R.E. Handforth	2068 Dorval Ave.	7 April

CONT'D ON NEXT PAGE

VIBRATION RECORDS
YEAR 1976

CONT'D

COMPLAINANT	ADDRESS	DATE
Mrs. S. Lalonde	1502 Clementine (Vel. 0.03925 in/sec.)	7 April
Mr. Vic Apostle	824 Byron Ave. (Vel. 0.0588 in/sec.)	12 April
Mr. B. Woods	822 Byron Ave. (Vel. 0.0588 in/sec)	12 April
Mr. J. White	810 Byron Ave. (Vel. 0.0588 in/sec)	12 April
Mr. Desjardin	2198 Haig Dr.	13 April
Mrs. R. Lodge	2205 Haig Dr. (Vel. 0.03 in/sec)	13 April
Mr. J.L. Scullion	45 Lees Ave. (Vel. 0.079 in/sec)	22 April
Mrs. F.O. Bannerman	987 Pleasant Pk. Rd.(Vel. 0.0588 in/sec)	26 April
Mr. Duffy	1928 Othello Ave.	11 May
Mrs. W. Platt	26 Dunvegan	28 May
Mr. J. Goldstein	13 Cowachin Way (Vel. 0.115 in/sec)	21 June
Mrs. S. Frazer	793 Canterbury Ave. (733-2002)	22 July
Mr. M.D. Nicolson	2550 Carling Ave.	22 June
Mr. P.J. Fallows	1276 Morrison Dr.(Vel. 0.019625 in/sec)	14 July
Mr. H. Flewelling	1280 Morrison Dr.	19 July
Mr. Percy	14 Bearbrook Rd.	26 July
Mr. B. Weller	2741 Don St.	9 September
Dr. E.W. Manning	1980 Saunderson Dr.	25 October
Mr. E.A. Dallaire	763 Chapman Blvd. (Vel. 0.08 in/sec.)	15 November
Mr. D.L. Holmes	111 Meadowlands Dr.	26 November
Mr. C. Bijoor	965 Pleasant Pk. Rd.(Vel. 0.0125 in/sec)	29 November

VIBRATION RECORDS
YEAR 1977

COMPLAINANT	ADDRESS	DATE
Mr. A.J.S. Wright	792 Chapman Blvd.(Vel. 0.05 in/sec)	14 January
Mr. C.V. Trudel	30 Byron Ave. (Vel. 0.125 in/sec)	19 January
Mrs. J. Belair	97 Lees Ave. (Vel. 0.05 in/sec.)	25 January
Mrs. B. M. Kaine	139 Mason Terrace (234-0666)	14 March
Mr. Schwartz	783 Pleasant Pk. Rd.	15 March
Mr. N. Lim	2371 Baseline Rd.(Vel. 0.05 in/sec)	18 March
Mrs. Barnard	176 Meadowlands Dr.(Vel. 0.025 in/sec.)	21 March
Mr. R. Nicoli	2375 Baseline Rd.(Vel. 0.0125 in/sec.)	25 March
Miss Dionne	158 King Edward Ave.(Vel. 0.013 in/sec.)	15 April
Mrs. M. Bernier	76 Marlowe Cr.	25 April
Mr. A. McCrae	1144 Normandy Cres.	3 May
Mrs. K. Strode	274 Iona St.(Vel. 0.08 in/sec.)	10 June
Mr. R. W. Harding	1486 Clementine(Vel. 0.1 in/sec.)	22 June
Mr. W. Ekdohl	52 Tripp Cr. Berrhaven	7 July
Mr. Carrozi	193 King Edward Ave.(Vel. 0.05 in/sec.)	25 August
Mr. J.L. Demers	825 Canterbury Ave. (731-3772) (Vel. 0.05 in/sec)	21 September
Mr. D.R. Cozens	154 Camelia St.	14 October
Dr. K.W. Downes	637 Windermere Ave.	10 November
Mr. A.F. Gregory	725 Dovercourt Ave.(Vel. 0.06 in/sec.)	23 November
Mr. J.A. Goulet	304 Main St. (232-9306)(Vel. 0.1 in/sec)	25 November
Mrs. J. McCord Roose	140 Bronson Ave.	25 November
Mr. L.R. Long	18 White Hill Ave.	7 December
Mr. C.C. Makepeace	2314 Elmira Dr.	13 December

VIBRATION RECORDS
YEAR 1978

COMPLAINANT	ADDRESS	DATE
Mrs. C. Pulford	2034 Haig Dr.	20 January
Mr. D. Schwartz	738 Pleasant Park (Vel. 0.05 in/sec.)	20 January
Mr. P. Wong	779 Pleasant Park (Vel. 0.025 in/sec.)	26 January
Mrs. C. Azar	836 Pleasant Park	3 February
Mr. T. Pugliese	3263 Southgate	6 February
Mr. P. Graham	806 Pleasant Park (Vel. 0.05 in/sec)	24 February
Mr. A.F. Gregory	725 Dovercourt Ave.	6 March
Mr. G. Rogers	897 Thorndale Dr.	6 March
Mr. deTemple	111 Riverdale Ave. (Vel. 0.05 in/sec.)	10 March
Mr. E.A. Barter	166 Main St.(Vel. 0.11 in/sec)	20 April
Mr. S. Godfrey	753 Canterbury St. (Vel. 0.4 in/sec)	20 April
	792 Chapman Blvd. etc. (Vel. 0.05 in/sec.)	2 May
Mrs. B. Nicholas	140 Mason Terr. (Vel. 0.05 in/sec.)	8 May
Mrs. N. Lim	2371 Baseline Rd. (Vel. 0.05 in/sec.)	9 May
Mr. C. Makepeace	2314 Elmira (Vel. 0.04 in/sec.)	9 May
Mrs. C.J. Morris	278 Iona St. (Vel. 0.01 in/sec.)	9 May
Mrs. L. Piche	153 St. Laurent Blvd. (Vel. .025 in/sec.)	12 May
Mr. A. Goetz	2457 Walkley Rd.(Vel. .005 in/sec.)	30 May
Mr. D. Cozens	154 Camelia St. (Vel. 0.065 in/sec)	4 July
Mr. S. Pajak	3021 Richmond Rd. (Vel. .05 in/sec)	5 July
Mr. B. Jerebek	784 Eastvale (Vel. 0.025 in/sec)	12 August
Mrs. B. Scott	753 Canterbury (Vel. 0.023 in/sec)	17 August
Mr. J. Van Wyk	57 Glendale Ave. (Vel. 0.02 in/sec)	15 August

CONT'D ON NEXT PAGE

VIBRATION RECORDS
YEAR 1978

CONT'D

COMPLAINANT	ADDRESS	DATE
Mr. D. Miller	3 Bearbrook Rd.	25 August
Mrs. Wallner	367 Main St.	31 August
Miss Chamberlin	80 Byron Ave. (Vel. 0.025 in/sec)	3 October
Mr. C. Trudel	30 Byron Ave. (Vel. 0.04 in/sec)	3 October
Mr. Ryan	99 Riverdale Ave.	27 October
Mrs. A. Leeks	505 Kirkwood Ave. (Vel. 0.05 in/sec)	1 November
Mrs. G. Dooley	3242 Albion Rd. (Vel. 0.04 in/sec)	14 November
Mr. G. Rodgers	1451 Fisher Ave.	15 November

YEAR 1979

COMPLAINANT	ADDRESS	DATE
Mrs. Nicholson	809 Pleasant Pk. Dr.(Vel. 0.05 in/sec.)	12 February
Mr. Densmore	814 Pleasant Pk. Dr. (Ve. 0.04 in/sec.)	12 February
Mrs. Leeks	505 Kirkwood Ave.(Vel. 0.10 in/sec.)	16 February
Mrs. L. Pummer	239 Range Rd.(Vel. 0.07 in/sec.)	22 March
Mrs. Stanton	1707 Fisher Ave.(Vel. .10 in/sec.)	30 March
Mr. Carrign	633 Windermere Ave.(Vel. 0.07 in/sec.)	2 April
Mr. Ganadry	23 Rickey Place (Glen Cairn) (Vel. 0.06 in/sec.)	2 April
Mrs. F. Voller	193 St. Laurent Blvd. (Vel. 0.11 in/sec.)	17 April
Mrs. Proulx	346 Riverdale Ave. (Vel. 0.02 in/sec.)	30 April

CONT'D ON NEXT PAGE

VIBRATION RECORDS
YEAR 1979

CONT'D

COMPLAINANT	ADDRESS	DATE
Mrs. M. Ross	762 Quinlan Ave. (Vel. 0.045 in/sec)	30 April
Mr. D. Copcutt	121 Meadowlands Dr. (Vel. 0.05 in/sec.)	7 August
Mr. J. Saunders	1804 Prince of Wales Dr. (0.016 in/sec.)	10 August
Mr. E.A. Gorenson	66 Billings Rd.	15 August
Mrs. Mahony	2745 Bergen (Graham Park)	27 August
Mr. Ellis	1686 Fisher Ave.	19 October
Mr. S.H. Watson	1874 Othello Ave.	21 December
Mrs. Hawes	255 Iona St. (Vel. 0.03 in/sec.)	1 November

YEAR 1980

COMPLAINANT	ADDRESS	DATE
Mrs. D.E. Graham	4 Kilbarry Cres. (Vel. .022 in/sec)	16 January
Mr. E. Klempan	2037 Saunderson Dr. (Vel. 0.04 in/sec.)	4 March
Ottawa University	Nicholas St. (Vel. .05 in/sec.)	1 April
Mrs. X. Christinidis	170 Meadowlands Dr. (Vel. 0.82 in/sec.)	24 April
Mr. Larashelle	113 Riverdale Ave. (Vel. .08 in/sec.)	29 April
D.R. Copcutt	121 Meadowlands Dr.	1 May

CONT'D ON NEXT PAGE

VIBRATION RECORDS
YEAR 1980

CONT'D

COMPLAINANT	ADDRESS	DATE
Mr. K. Olive	2013 Saville Row (Vel. 0.02 in/sec)	20 May
Mrs. T.H. Backhouse	741 Hemlock Rd. (Vel. 0.30 in/sec)	11 June
Mr. Ryerson Mattice	1158 Morrison Drive	9 July
Mrs. E. Davison	443 Holland Ave.	15 July
Mr. J. Saunders	1804 Prince of Wales Dr.(Vel. .16 in/sec)	5 August
Ms. D. Provost	125 Primrose Ave.(Booth St)(Vel. .16 in/sec)	21 August
Ms. A. Todesco	404 Elgin St. (Vel. .045 in/sec.)	22 October

YEAR 1981

COMPLAINANT	ADDRESS	DATE
Mr. C. Turner	6 Pretoria Avenue (Vel. 0.065 in/sec.)	6 January
Ms. Toni Manson	231 Range Rd. (Vel. .100 in/sec)	7 January
Mr. Carrozzi	193 & 195 King Edward (Vel. .070 in/sec.)	20 January
Mrs. McLean	1952 Othello Avenue (Vel. .025 in/sec.)	27 January
Mrs. Davidson	1932 Haig Drive (Vel. .043 in/sec)	31 March
Mrs. Helen Baxter	537 Gilmour St. (Vel. .02 in/sec.)	29 April
Mrs. Backhouse	741 Hemlock Rd. (Vel. .21 in/sec)	11 May
Mrs. A.J. Clayton	799 Hemlock Rd. (Vel. .066 in/sec)	11 May
Mr. C. Jensen	889 Thorndale Dr.(Vel. .032 in/sec)	9 June

CONT'D ON NEXT PAGE

VIBRATION RECORDS
YEAR 1981

CONT'D

COMPLAINANT	ADDRESS	DATE
Mr. B. Mosielski	57 Perth St. (Vel. 0.07 in/sec)	8 July
Mr. Mitchell	1203 Meadowlands Dr.(Vel. 0.83 in/sec.)	15 July
Mr. D. Kourelas	1024 Meadowlands Dr. (Vel. .17 in/sec.)	17 July
Mr. W.J. Gen Yost	1845 Prince of Wales Dr.(Vel. .02 in/sec.)	29 July
Mr. A.M. Percy	14 Bearbrook Rd.(Vel. .04 in/sec)	11 August
Mr. P. O'Boyle	737 Hemlock Rd.(Vel. .11 in/sec)	6 August
Mrs. S. Richer	181 King Edward (Vel. .060 in/sec)	14 August
Mrs. D.B. Hyslop	1819 Prince of Wales Dr.(Vel. .16 in/sec)	2 November

YEAR 1982

COMPLAINANT	ADDRESS	DATE
Mrs. C.J. Morris	278 Iona (Vel. .4 in/sec)	25 January
Mr. Stark	286 Laurier Ave.(Vel. .071 in/sec)	12 February
Mr. C.S. Booth	10 Birch Ave.(Vel. .037 in/sec)	15 February
Rider River Blasting	1355 Bank St.	24 March
Mrs. C.E. Azar	836 Pleasant Park Rd.(Vel. .025 in/sec.)	29 March
Mrs. Poirier	603 King Edward Avenue (Vel. .010 in/sec)	21 May
S.W. Transitway	at Parkhaven	11 May
Mrs. Ranger	643 King Edward Avenue (Vel. .098 in/sec)	27 May

CONT'D ON NEXT PAGE

VIBRATION RECORDS
YEAR 1982

CONT'D

COMPLAINANT	ADDRESS	DATE
Mrs. Daphne Hyslop	1819 Prince of Wales Dr.(Vel. .095 in/sec)	3 June
Lt. Col. Muratta	21 Glen Park (Vel. .07 in/sec)	18 June
Mr. J-P Sarda	1238 Lassister Terr.(Vel. .040 in/sec.)	28 July
Mr. R. Goodfellow	684 Echo Drive (Vel. .015 in/sec)	3 August
Mr. G.R. Kragg	2374 Rembrandt Avenue (Vel. .12 in/sec.)	5 August
Mr. A.W. MacNeil	9 Braemar Avenue	11 August
Mr. Bats	5 Arundel Avenue	30 August
Mr. Brule	217-219 Murray Street	1 September
Mr. W. Johnson	1774 Grey Nun's Dr. (Orleans) (Vel. .090 in/sec)	23 September
Mrs. Slinn	704 Fielding	6 October
Mr. A.N. MacKendrick	811 Springland Dr. (Vel. .030 in/sec.)	1 November

VIBRATION RECORDS
YEAR 1983

COMPLAINANT	ADDRESS	DATE
Mr. J. Rous	104 Pretoria (Vel. .042 in/sec.)	24 Feb
Mr. Goodfellow	684 Echo Dr. (Vel. .043 in/sec)	7 Apr
Mrs. M.Y. Pagé	896 Baseline Rd.(Vel. .031 in/sec.)	8 Apr
Mrs. Matheral	778 & 770 Canterbury (Vel. .075 in/sec.)	4 May
Mrs. Lenehan	2066 Blackfriars (Vel. .055 in/sec.)	10 May
Mr. E. Subissati	1309 Plante Dr. (Vel. .030 in/sec.)	5 June
Dr. Jarrett	2525 Flannery (Vel. .065 in/sec.)	23 June
Mr. E. Psarras	41 Confederation (Vel. .110 in/sec)	7 Jul
Mr. T.S. Blanchard	1156 Plante Dr. (Vel. .085 in/sec.)	12 Aug
Mrs. B. Baylin	411 Besserer (Vel. .21 in/sec)	27 Sep
Mr. E. Subissati	1309 Plante Dr. (Vel. .11 in/sec)	9 Nov
Mrs. D. Adam	2001 Saville Row (Vel. .082 in/sec.)	9 Dec
Mr K. Schrader	168 Meadowlands Dr.	18 Feb

YEAR 1984

Mrs. C. Findlay	497 Dawson (Vel. 0.051 in/sec)
Mrs. M. Turner	506 Dawson (Vel. 0.040 in/sec)
Mr. G. Tremblay	505 Dawson (Vel. 0.048 in/sec)
Mrs. A. Chapchal	161 Nora (Vel. 0.065 in/sec)
Mrs. P. Tate	165 Wesley (Vel. 0.030 in/sec)
Mr. D. Lute	274 Iona (Vel. 0.095 in/sec)
Mr. A. Leeks	505 Kirkwood (Vel. 0.18 in/sec)
Ms. L. Lauzon	282 Iona (Vel. 0.025 in/sec)

1984 Cont'd

YEAR 1984

Mrs. R. Cardillie	489 Dawson Ave.	23 May '84
Mr. G. McNeilly	503 Dawson Ave.	23 May '84
Mr. G. Ranalli	494 Dawson Ave.	23 May '84
Mrs. Armstrong	410 Pheonix Cres.(Vel. .013 in/sec)	10 May '84
West Transitway	Scott & Bayview (Vel. .12 in/sec)	2 May '84
Mr. J. Scullion	45 Lees Avenue (Vel. .085 in/sec)	20 May '84

FROM MR. E. SUBISSATI : HIS REGRETS

In his telephone call to me last evening, Mr. Subissati, who produced the 62-page brief among the public's 223-page input to you on October 16, asked me to convey to you this message:

"It is not for lack of interest that I am not present at today's hearing. By the time the Region's invitation had reached my desk today, there was no way I could free myself from other commitments.

" I appreciate the opportunity offered. And I look forward to joining Grace Blackburn in a dual presentation before Regional Transportation Committee within two or three weeks.

" Her interests, like mine, embrace the whole Regional Municipality rather than one specific zone or community group...particularly the economic aspects vital to reduction not only of Regional taxes but both Canada's and Ontario's unduly high government deficits recently cited by International Monetary Fund...a per capita deficit considerably higher than that of U.S.A., which was also censured by IMF.

"I strongly support, as do Mrs. Blackburn and so many others, the immediate opening of the Alta Vista East Parkway (Scheme "C" of Official Regional Plan since 1974)...not only to save taxpayers the unacceptable installation of two transportation corridors where only one is required and requested in the Southeast section of Ottawa, but to correct as nothing else can what is presently a serious imbalance between bus and other modes of transportation throughout Ottawa and the Region.

"We find that this public input from all sectors of the Region is reflecting the same deep concern over lack of focus in Regional planning and review, particularly in transportation and transit route selections and their impact or potential impact upon established housing communities forbidden to any such invasion under the Official Regional Plan.."

(Mr. Subissati would appreciate circulation of this statement to all members of this Planning Committee, those present and the absentees.)

850-0

C. L. Stevenson,
Box 502, R.R. #6,
Ottawa, Ont.,
K1G 3N4
Sept. 20, 1984

OTTAWA-CARLETON
RECEIVED
930
OCT 5 1984
CLERK'S DEPARTMENT

Mr. J. Barry O'Gorman, Secretary,
Planning Committee, 14th Floor,
Regional Municipality of Ottawa-Carleton,
222 Queen St.,
Ottawa, Ont.,
K1P 5Z3

Submission: Re East ½ of Lot One, Concession Five Osgoode Township

Purpose: To request the Planning Committee of The Regional Municipality of Ottawa-Carleton to give consideration to showing on the Regional Official Plan the designation of Residential for the above parcel of land.

Reasons:

1. The area in question already has been permitted to develop a residential characteristic. As can be seen from the attached subdivision survey plan completed in 1956, there are 21 homes on this parcel of land.
2. The permitted homes thus preclude the possibility of developing an economic farming enterprise because of the odours, dust, noise, etc. created by an active farming enterprise.
3. The permitted homes also preclude the development of aggregate-extraction, which has already been designated as very marginal and small in nature, because of noise, dust hazards (from pits) as well as the high cost of this land.
4. This area is serviced with a 12 inch water main, being an extension of the City of Ottawa water main. It is situated on the [illegible] (South) side of Regional Road 8. At this time 17 of the 21 homes are connected to water service.

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5. The area has excellent drainage, (except approximately a half acre in the south-west corner), both surface and sub-soil. The drainage test holes for septic systems already installed have been shown on the Department of Environment reports as excellent.

6. The area is beautifully dotted with clumps of maples, ash, basswood, tamarack, cedar and a small amount of poplar (aspen).

7. This area if permitted to develop cannot be classed as strip development as there will be 3 rows of houses which can if considered necessary have a main access point on to a road [illegible] onto Regional Road #8. However, for ease of entrance to the planned subdivision there should be an entrance off Regional Road #8 which would be a right hand turn for those in flow of traffic (from Ottawa).

8. The area is well served with schools of different grades, that are not overcrowded, and with churches of different denominations.

9. The area is only 4 miles from the City limits and 12 miles from the Ottawa downtown core, and entrance to any part of the cities of Ottawa, Nepean, and Gloucester is easily and readily accessible.

General:

Attached is a list of signatures of home owners on this parcel of land who are requesting that it be given residential status on your Regional plan. A number of these home owners have double lots, which if the area was permitted to develop could have homes built on them thus creating jobs for a number of people.

Since this parcel of land is so readily and easily accessible to the industrial and downtown cores of the surrounding cities, has city water mains of ample size already in place and of considerable cost to the Region, Provincial and Federal Governments, and since the drainage for septic systems is excellent, and since there will be 3 rows of houses, thus negating the designation of strip development, we would ask you to consider our request to designate this parcel of land on your Official Regional Plan as residential, thus allowing residential characteristic already established to be further pursued.

Yours truly,

C. L. Stevenson

C. L. Stevenson

September 20, 1984

The Planning Committee of the Regional Municipality of Ottawa-Carleton is now in the process of updating and making changes to the original master plan.

The parcel of land known as the East Half of Lot One, Concession Five of the Township of Osgoode is shown on the present plan as rural. There are 21 homes on this parcel of land and therefore it already has a residential characteristic established.

Therefore I would request the Regional Municipality of Ottawa-Carleton to designate this area as Residential on the Official Regional Plan.

Signed

Mrs S. Lynch

Mr & Mrs Murray Keall.

Deborah & Daniel Cameron

Mr & Mrs David Morozuk

Mr & Mrs Henry Brousseau

Mr Mrs John Morozuk

MR. & MRS P.A. SPINNEWYN.

Ronald & June [illegible]

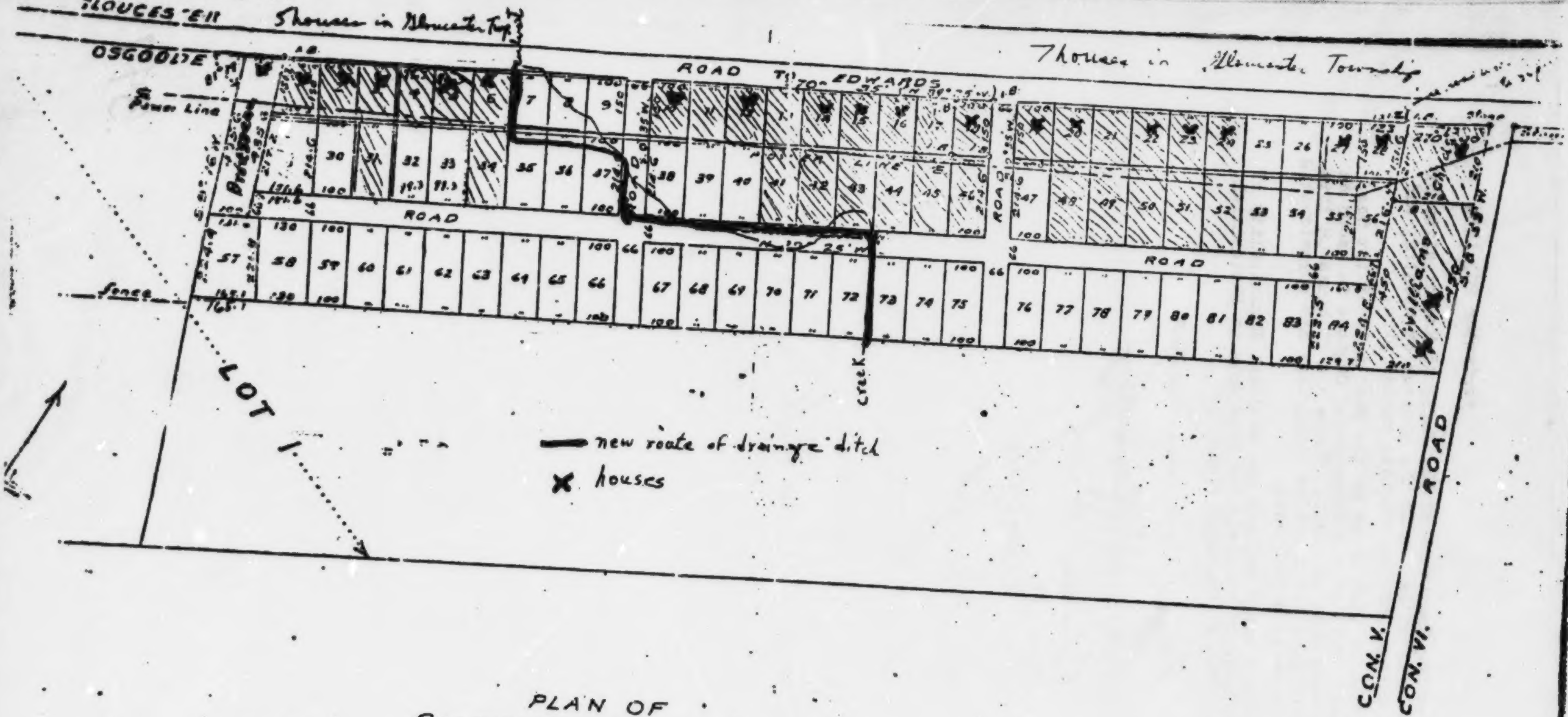
September 20, 1984

The Planning Committee of the Regional Municipality of Ottawa-Carleton is now in the process of updating and making changes to the original master plan.

The parcel of land known as the East Half of Lot One, Concession Five of the Township of Osgoode is shown on the present plan as rural. There are 21 homes on this parcel of land and therefor it already has a residential characteristic established.

Therefore I would request the Regional Municipality of Ottawa-Carleton to designate this area as Residential on the Official Regional Plan.

Signed Floyd Armstrong
& Lorraine Armstrong
Edward Orpel
Peter Morozuk
& Ann Morozuk
T. L. Stevenson
& M. S. Stevenson
Frank Morozuk


GLOUCESTER
5 houses in Gloucester Twp.
OSGOODE
Power Line
ROAD TO EDWARDS
7 houses in Gloucester Township
LINE E
ROAD
ROAD
ROAD
ROAD
fence
creek
LOT 1
new route of drainage ditch
houses
CON. V.
CON. VI.

PLAN OF
PROPOSED SUBDIVISION OF
Part of the East half of Lot 1, Concession V. of the
Township of Osgoode

SCALE:– 1" = 300'

Note.– Bearings are assumed and are referred to N. limit of Child's proper

Ottawa, Ont.,
13 th. June, 1955.

D.E. Chartrand,
O.L.S.

VARIOUS OTTAWA COMMUNITIES

OTTAWA COMMUNITIES JOINT BRIEF
ON
REGIONAL MUNICIPALITY OF OTTAWA-CARLTON
OFFICIAL PLAN REVIEW
AND
REGIONAL DEVELOPMENT STRATEGY

Prepared for the Public Hearing, October 16, 1984

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Ottawa Communities Joint Brief on Regional Municipality Of Ottawa-Carlton Official Plan Review and Regional Development Strategy

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INTRODUCTION: OFFICAL PLAN REVIEW -- JOINT COMMUNITY BRIEF

As a result of the concern expressed by many community associations at the 29 May 1984 Public Hearing on the Regional Development Strategy, a series of seven, three-hour sessions was set up over the course of the summer months to carefully review the strategy discussion paper and supporting documentation.

During these sessions, the representatives of over a dozen associations and members of other community-based organizations relied extensively on the generous assistance of Regional planning staff. We wish at this time to thank them sincerely for their time and effort.

The primary aim of holding the sessions was to enable individual associations to be better prepared to deal with the complex issues involved in the Officiel Plan Review. In the course of examining these issues, and of discussing individual concerns, it became evident that there were a number of fundamental concerns we shared in common.

As a result, the group decided that a joint brief should be prepared. Although as individuals, and on behalf the groups we represent, we would take issue in varying degree with specific points made in this brief, we fully support its overall conclusions and recommendations.

We share in common, for instance, the basic concern expressed about the process by which a major decision is being made to allocate future growth and expenditures. We do not feel that the recommendations to which we have been invited to respond define a clear strategy, let alone a set of alternative strategies from amongst which to chose. In addition, despite the wealth of data provided in the various documents, we have found that much of the information needed to take a decision is lacking. In short, lacking the basis for defining a strategy and for taking a decision, we fail to see how a strategy can be selected at this time.

The concerns raised in this brief regarding the planning process, as well as the recommendations put forward, are also reflected in many of the briefs being submitted by community associations. As, undoubtely, is some of the subject matter.

The brief contains three main sections:

Comments on the Official Plan Review process and the Regional Development Strategy

Community response to the eleven recommendations included in the Report to Planning Committee of 26 June 1984

Community recommendations concerning the future development of a strategy for allocating growth in the Region.

SECTION 1: EXECUTIVE SUMMARY

Coming to grips with the welter of material provided as background to the Official Plan Review has been like trying to catch a greased pig. *In the* brief that follows, we could only scratch the surface. Many concerns and comments, both general and specific, have necessarily been omitted in the interest of keeping this document to manageable proportions. In general, we have attempted to gear our comments to reflect issues raised in the eleven staff recommendations to Planning Committee.

Our most fundamental concern is that the basis for selecting a strategy for allocating future growth in the Region is lacking. To explain the source of this concern, the body of the brief, Section 2, focuses on three areas essential to selecting a strategy: alternative strategies, the data base supporting pertinent projections, and the evaluative information needed to provide a basis for chosing among alternative strategies.

While we agree that "the number of strategy elements and the decisions that will need to be taken -- though very important -- are relatively few", we do not believe that the basis for making these decisions has been provided. This results primarily from the failure to examine the implications of alternative directions for allocating growth. We fail to see how a strategy can be defined in the absence of an examination of its implications, let alone how one can be selected.

In looking at the data base, the brief touches on the subjects of population and employment growth, employment generally, job patterns, household formation, employment location, vacant residential land and density, and house-type and location preferences.

With respect to many of these, we found gaps and contradictinns in the basic information. In terms of population and employment growth, for example, one possiblity that none of the material appears to consider is that employment opportunities in the Region could continue to expand while a sizable portion of the accompanying population growth occurs in the Outaouais.

In reviewing the data which is central to the notion that anticipated growth cannot possibly be accommodated within the Greenbelt, we noted major discrepencies between the estimates put forward by the City of Ottawa and the Region of available land and of the densities that can be accommodated.

In this matter, as in the others examined, the tendency has been to assume that trends that have prevailed in the past will continue unaltered into the future. Projection of the status quo into the future seems to have been confused with analysis. The complexity and fluidity that characterize our times are ignored, and the relationships between different trends are nowhere examined. As well, if area municipality or community plans and objectives have been scrutinized to see what relation they bear to Regional assumptions, particularly with regard to residential development, this is not evident in the documents.

Having taken the opportunity to review the the information available, we feel justified in stating that while there is an almost indigestible amount of data, there is still a lack of basic information in many areas.

Little indication is given, for instance of what choices might be make to balance population distribution, employment locations, required transportation networks or of the timing of these three. In the same vein, little indication is given of the process by which implementation of a strategy will take place, of how it is to be integrated with area municipality and community plans or of how the public is to be involved. Instead, there is an implicit assumption that people are not prepared to discuss and seriously consider trade-offs.

Costs and benefits are another area given short shrift. The only costs estimated are for capital expenditures. Operation and maintenance is overlooked, as are the costs of added community services and facilities, and that of the Region's rising rate of urban land consumption. What concerns us is that knowing that any form of growth will require major public investments, so few costs are examined. The assumption implicit in the recommendations is that taxpayers can afford and are prepared to pay for growth no matter what its form.

Finally, little indication is given as to the extent to which the recommendations satisfy Regional goals. Minimal reference is made to priorities, and none at all to timing. Instead of serving as yardsticks by which to measure the recommendations, the Regional goals have been relegated to serving as window dressing.

In concluding, the brief also takes not of the refusal to define appropriate thresholds for designating new urban lands in the strategy development stage. It points out that given the crucial omissions in the data base, the lack of sufficient information to evaluate alternatives, the absence of consultation and the lack of sensitivity shown to local issues in the documents and the recommendations, it is unreasonable to assume that at some future date, these matters will be dealt with more satisfactorily.

With these concerns in mind, Section 3 of the brief provides short responses to the eleven recommendations. In an effort to resolve the problems arising from the items covered in the body of the brief, Section Section 4 contains community recommendations for the future development of a strategy for allocating growth in the Region.

SECTION 2: OFFICAL PLAN REVIEW -- PROCESS & DEVELOPMENT STRATEGY

2.1. THE MATTER BEFORE US

As we understand it, the object of the exercise to date has been to provide a basis for responding to the following:

> Given a range of projections concerning rates of growth of population, employment and household formation, what overall strategy should guide future policy decisions concerning the location of this growth and the provision of the infrastructure needed to support it?

In order to define and select such a strategy, the following appear essential:

1) A data base supporting the pertinent projections;

2) A series of clearly-defined alternative strategies from which one (possibly based on a combination of several) will be chosen;

3) Information that provides the basis for choosing among them -- including analyses of matters subject to interpretation, spelling out of assumptions and an indication of the strategies' respective social, environmental, economic and fiscal costs and benefits.

We have concerns with respect to each of these three areas and will deal with them below. Before proceeding to do so, however, we would like to state at the outset that we fully support the concept established in the 1974 Official Plan of using a combination of satellite communities and intensification at selected transit nodes as an alternative to unbridled urban sprawl.

What concerns us is the means employed to fulfill this concept. In particular, we believe that issues related to timing and priorities should be based directly on the goals established for the Region and reflected fully in the strategy selected.

In our view, this has not occurred. Nor, in fact, does the review process seem to have been designed to enable it to do so.

Furthermore, on the basis of the materials made available to date, we are not persuaded that additional urban lands need be designated within the 2001 time frame of this plan.

We believe that in terms both of planning and investment of public funds, the Region's interests might be better served by allocating resources to priorities other than those implied in the eleven recommendations to which we have been invited to respond.

2.2. ALTERNATIVE STRATEGIES

We are somewhat puzzled as to precisely how responding to the the eleven recommendations fits into the exercise described above. Lack of clarity in the use of the terms "strategy", "options" and "alternatives" has has created difficulties. We have difficulty, too, with the notion that virtually everything pertaining to timing, density, roads, traffic and community services is not intended for consideration until the next stage of the plan review process, when a set of policies are to be drafted in support of the strategy selected. We fail to see how a strategy can be defined in the absence of an examination of its implications, let alone how one can be selected.

In the Regional Development Strategy discussion paper issued last March, no clear set of alternatives for allocating future growth was spelled out, although an effort was made to explore some aspects of various choices. These choices, in turn, were based on the April, 1983 draft report entitled Options for Future Growth. These were not "options" in the sense of representing alternatives from amongst which to choose, as evidenced by their being referred to as "so-called options" in the June, 1984 Report to Planning Committee (File 14.261, p 12).

Rather, they are descriptions of alternative scenarios of the future. Much of their content deals with matters about which no one has any choice -- such as differing rates of population growth. As such, they provide highly useful bits of data that could be used in support of choosing a strategy, but are not, of themselves, strategies -- or options.

At the Public Hearing last May, it became evident that many groups and individuals felt that more time was needed to examine in depth the alternatives alluded to in the discussion paper. Time was accorded and, at least in the context of the ad hoc group of community representatives that met over the course of the summer, a beginning was made at considering alternatives.

Yet the eleven recommendations before us today were drawn up at the onset of this period of examination. Not only do they fail to provide clearly-defined alternative strategies, they again do not, of themselves, define even one strategy. Instead, drawing on supporting evidence that necessarily ignores both the bulk of what was discussed over the summer (subsequent to their appearance) and many aspects of the alternatives alluded to in the March discussion paper, they refer to discrete elements that could be part of a number of different strategies. These, however, do not reflect the full range of alternatives; the recommendations before us effectively preclude an number of alternatives which in our view have yet to be clearly articulated.

Nonetheless, according to the March discussion paper, we have (belatedly) reached the point at which Regional Council stands poised to take a decision as to a prefered regional development strategy.

We are concerned that if some yet-to-be-prepared document spelling out a range of alternative strategies is to be presented -- which may be the implication of the statement that "a decision on these issues will enable staff to finalize the strategy stage" (14.261, p 14) -- then it does not appear to be one to which the public will have any opportunity to respond.

While we agree that, "The number of strategic elements, and the decisions that need to be taken -- though very important -- are relatively few" (14.261, p2), we do not believe that the basis for making these decisions has been provided.

To put it in a nutshell, no alternatives are available. On the one hand, acceptance of the eleven recommendations implies acceptance of a strategy without explicitly stating what that strategy is; while on the other, rejection of some or all of the eleven recommendations would provide no clear indication of what strategy Council is opting for as the basis for the plan's preparation.

Keeping in mind that our concern at this Public Hearing is to address the issue of selecting a strategy for allocating future growth in the Region and for providing the infrastructure to support it, we are therefore returning to some elements of the debate which seem to us to have been ignored in the recommendations.

2.3. DATA BASE

All of us recognize that projections regarding future events are, at best, educated guesses. We need look no farther than to the 1974 estimates of the Region's anticipated population in 2004 to realize that chrystal ball gazing, however necessary, has its limitations.*

As ordinary citizens, we do not have access to the tools used in compiling the data that serve as the basis for the numerous documents prepared for the Official Plan Review describing likely trends in population and employment growth, rates of family formation, etc. In general, we would agree that trends that have demonstrably manifest themselves in recent years provide a reasonable basis for making educated guesses about the future. For this reason, and because they seem in the main to be valid, we are not challenging their general statistical conclusions.

Nonetheless, we do believe that blind acceptance of the high growth projections to provide for the worst-case situation will put us in the position of building underutilized facilities at an unacceptably high cost to the Region's taxpayers.

As well, we have found that the information provided makes numerous assumptions and overlooks some particularly complex matters. We do not all agree on the relative significance of these items, nor are we prepared to indicate precisely how they might alter the general conclusions. But we are of one mind in believing that they deserve closer scrutiny and that they should be considered in the selection of a strategy for allocating future growth.

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* We have been advised that the anticipated one-million population for 2004 is now considered to have been a target, not a projection. This certainly was not made clear at the time; in the 1974 Plan, it was used as the basis for developing a growth strategy and the policies to support it. Its status seems to have changed only when it was found to be way off-base.

2.3.1. POPULATION AND EMPLOYMENT GROWTH:

These two are so closely linked as to be virtually inseparable. There is, however, one possibility that none of the background material appears to consider. Namely, that employment opportunities in the Region continue to expand while a sizable portion of the accompanying population growth occurs in the Outaouais.

Reference is made to the commuting factor in the Official Plan Review report on employment projections which states:

> There are no current data on commuting. However, it is known that for federal government jobs in 1981, there was a net value of 750 in-commuters. Given this low value for the major employer, and in the absence of any other data, it is assumed for the purpose of this exercise that net-commuting is zero. It will be possible to refine this assumption upon receipt of the 1981 census data (probably late in 1983). (p 12)

To the best of our knowledge, no subsequent refinement has been made. But even if the net figure is still low, there is reason to believe it not remain so in the future. Although Hull has declined in residential population in recent years, Gatineau has increased substantially. And while there are factors, particularly regarding education, that may hamper residential expansion, there are others, such as house prices, that favour major growth. At the very least, some indication that the potential for significant population growth in the Outaouais should be provided.

We recommend, therefore, that the likelihood and implications of anticipated growth in the Outaouais be analyzed and the findings incorporated Ottawa-Carlton employment and population projections.

2.3.2. EMPLOYMENT GENERALLY:

The employment projections report also calls attention to a number of other items(p 13) not reflected in subsequent discussions, viz. that:

> "Future trends are not dependent on past trends;
>
> "There is a dearth of information on past trends relating to activities in the Region per se, and those existing data are usually quite out of date;

As well, it might be pointed out that these items were made in the section on employment-based employment projections. Nonetheless, a fair portion of these projections, particularly in the community, business and personal services sectors that account for almost 30% of all employment, are heavily dependent on assumptions about population growth.

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2.3.3. JOB PATTERNS:

On the same page it is noted that:

> "...if job sharing, for example, becomes more prevalent, there could occur an overall increase in participation rates and in total employment without any actual expansion in the local economy."

The effects of such a lack of expansion in the local economy do not appear to be considered. Presumably it would be reflected in a slowing down in the growth of the business tax base and of disposable incomes, both of which would likely influence people's willingness or ability to pay for expanding services.

Job sharing and part-time work may also have implications for population growth. Given the fact that part-time employment increased by 42.2% in the 1976 to 1981 period, we find it odd that it would be assumed to hold steady throughout the full planning period at the 17% portion of all employment it attained in 1981.

In addition, because no examination is made of the income or age groups engaging in part-time work, the location of such work, or of whether part-time work schedules tend to coincide with full-time work, no indication is given as to how or whether this almost-20% of the labour force is affecting household formation, job and housing location patterns, the need for social and community services and, above all, transit ridership.

Another aspect of changing job patterns potentially affecting transit, housing location and house type preferences is the tendency to work at home. A recent US competion for the design of "A New American House" included in its program current US census figures estimating that by 1995, 15 million Americans (almost 10% of the work force) will be working at home.(1) This prospect, too, is overlooked in the plan review data.

2.3.4. FEDERAL EMPLOYMENT:

An interesting question arises from one of the key differences cited in job creation for the low population projection figures as opposed to the high. In the case of the latter, the employment projections report suggests that if the federal government grows by 2% compounded per year, it will account for 43,000 new jobs by the turn of the century, thereby representing close to 30% of all jobs created during the planning period. By contrast, for the low it is suggested that the if the federal government grew by 0.3% compounded per year, federal employment would account for 4950 new jobs by the end of the century, or only 8% of all new jobs.

Given the extent to which Regional population growth has been tied to federal employment expansion in the past, it seems reasonable to wonder whether other job sectors would be likely to support 92% of all employment growth over the course of period, or whether some of the factors stunting federal growth might not also affect other sectors. Already, there are strong indications that after an initial spurt of youthful growth, high tech is entering a troubled and possibly long adolescence.

2.3.5. HOUSEHOLD FORMATION:

The reasons given for the startling increase in the propensity to form new households are primarily demographic (changes in the age structure of the population) and socio-economic (declining fertility rates, changing lifestyle, accommodation and location preferences). The former were largely accounted for in the 1974 Official Plan, but the latter were not. We see no more reason to assume that 20-year olds or 65-year olds in 1994 will be any more likely to behave as they did in 1984 than they were in 1984 to behave as they did in 1974. At this point, for instance, divorce rates are dropping, while marriage rates for those over 29 have been slowly increasing throughout the period. While neither of these trends, nor others likely to emerge in the near future, can be expected to have the statistical significance of those manifest over the past decade, we would like to see some acknowledgement accorded the changes they may herald.

For all of numbers 2.3.1 through 2.3.5, the tendency has been to assume that recent trends will continue in their present form. We take issue with this assumption. A more thorough analysis of the complex interrelationships between different aspects of social change is needed.

It is because of this complexity and the high degree of interdependency between employment and population -- and the uncertainties surrounding both -- that we believe it is imperative that a clear description of a monitoring process for use in determining the points at which new infrastructure will be provided and new urban lands designated be included as an aspect of the strategy for dealing with future growth. Such a monitoring process must be an integral aspect of strategy formulation, not something tacked on later.

2.3.6. EMPLOYMENT LOCATION:

Few would disagree with the points repeatedly stressed in the plan review documents concerning the benefits of having high employment levels in the urban communities. Clearly, if the Official Plan target of a 35% activity rate can be achieved, the costs and disruption of providing new or widened roads will be lessened, and the likelihood of generating two-way traffic and a more efficiently utilized transit system during rush hours increased.

Appealing as the concept may be, however, it has failed repeatedly to work in practice. Most of England's New Towns, which were intended to exemplify this strategy, have never become self-contained as originally intended, but have remained dependent on the city for employment, shopping and services.(2) Closer to home, one need look only at the results of the past decade's efforts to create jobs in and urbanize Scarborough (pop. 443,350) or North York (560,000) -- the "town centre" of which provides direct access to the Yonge Street subway -- to see what a precarious business it is to attempt to create successful employment and urban centres in new communities adjacent to major job-generating cities. (3) (Older towns, like Richmond Hill, Markham or Oshawa seem more readily capable of achieving such targets.)

The Region, therefore, may be considered as lucky in having achieved the current 30% activity rate reached in the combined communities of Kanata, Orleans and Barrhaven. But as the Regional Development Strategy suggests, this success may not be permanent. The bulk of present employment, 75%, is in Kanata, because a handful of high tech industries chose to locate there. The other two communities harbour activity rates of only 10% and 6% respectively. If the 35% target is to be achieved, Kanata will have to attract the equivalent of five more Mitels, while the East and South Urban Communities "will have to perform even better to catch up.' (p 33) As well, their overall activity rate of one job for just slightly over every three residents might be compared instructively with the rural rate of one job for every 2.5 residents.

The tenuousness of the situation is clearly recognized. It is evident in the cogent arguments put forward recently by the Region before the OMB in opposing redesignation of 320 acres of residential land to a special industrial-business park on the grounds that there were more than sufficient industrial lands already so designated.

It is evident in the Strategy report's statement that rapid, "urban-like" growth of such towns as Stittsville, Leitrim, Manotick or Carp "could dilute growth in the urban communities, thereby forestalling the date when these could support rapid transit or major commercial and community services." (p 36)

It is evident as well in the myriad "ifs" contained in the Strategy's analysis of the existing urban communities' employment prospects, which concludes by saying that if the strategy of fostering a few large communities outside the Greenbelt fails, "the Region will simply end up with large suburban developments separated from employment centres inside the Greenbelt -- for which a premium will be paid in terms of longer commuting distances, more roadway construction and more traffic through neighbourhoods inside the Greenbelt." (p 33)

This would be disastrous for many neighbourhoods and the existing urban communities, and it is clear that there is not much the Region can do to prevent such a failure. The Stragey offers the conclusion "that it may prove difficult to achieve high activity levels unless effective measures can be taken to direct new employment to these communities. The development of such policies is probably beyond the scope of an Official Plan and will require the active participation (and cooperation) of agencies such as the Commercial and Industrial Development Corporation, area municipalities and private developers." (p 33)

Given this admission of the Region's inability to do much to influence employment location, it is somewhat surprising to find that the planning recommendations touching on the matter (#6 and 8), merely re-iterate the goal of achieving employment growth other than in the Central Area. Whether the other nine recommendations work in support of the goal is neither evident nor considered.

Yet one thing the Region can do -- given that plans are better at preventing things than at causing them to occur -- is to ensure that "urban-like" growth is limited to a few carefully targeted centres. Since it is not at all clear that those already onstream can succeed as intended, it is, again, somewhat surprising to find no mention made of the difficulties likely to arise from the suggestion to bring on industrial lands south of the Greenbelt when the South Urban Community is expanded "so this community can develop a strong employment base." (28)

We see no realistic connection between the last statement and the goal of decentralizing employment growth.

Knowing, too, that extending transit to the urban communities is one possible way of increasing their employment-generating capabilities, it is disconcerting to note the absence of reference to the finding that such an extention "may not be necessary until sometime beyond the 750,000 population level."(Planning in Review, p 27) In general, we have not found that the recommendations have been adequately tested to ensure that they work in support of Regional goals. We therefore recommend strongly that the impacts of recommended strategies be evaluated in relation to Regional goals.

2.3.7. VACANT RESIDENTIAL LAND AND DENSITY:

The City of Ottawa and the Region disagree markedly on the amount of available vacant residential land within the Greenbelt. The City calculations show 4000 acres (1600 ha) within Ottawa alone. In the June, 1984 Staff Response to Briefs Received at 29 May Public Hearing (p 3-4), the Region provides a figure of 1625 acres (650ha) within the whole Greenbelt. In part this discrepancy is accounted for by the Region's exclusion of all parcels under two acres. While there is justification for ignoring such parcels in suburban areas or on vacant lands (where they are, in any case, unlikely to exist), doing so in built-up urban areas completely overlooks the way cities grow and change.

In the past, the Region seems to have realized this. In Planning in Review (p 8), it was pointed out that, "Population within the greenbelt may be greatly affected by the amount of infilling, redevelopment, conversions and mixed use. The 1980 Vacant Residential Land Supply Study indicated potential for an additional 40,500 units on sites of 2 acres (.8 ha) or larger. This work is being updated and a pilot project is being undertaken to investigate a method for determining development potential resulting from infilling, redevelopment and conversions."

This work does not appear to have been done. Yet the recommendations citing the need for designating new urban lands (#s 2,3,4,8) are predicated on the assumption that if the potential for increasing the number of residential units within the Greenbelt exists, its statistical effect will be insignificant.

There may be other factors at work, however: the Region seems to be in disagreement not only with the City of Ottawa, but with itself.

In the Vacant Residential Land Supply Study cited above, the Region maintained that the amount of available land within the Greenbelt amounted 2202.5 acres (881 ha). (p v) Undoubtedly some of this land has been built on, yet the claim in the March, 1984 Strategy document that there are only 1437.5 acres (575 ha) available within the Greenbelt (p 26) --

down by an incredible 765 acres (306 ha) from the previous estimate -- seems questionable to say the least.

The same earlier study also estimated that this land was sufficient to accommodate 40,544 units at 46 units per acre (18.4 per ha). By the time the Staff Response to Briefs Received at 29 May 1984 Hearing was issued, the amount of available land is "approximately 1625 acres (650 ha)" -- up a full 187.5 acres (75 ha)! (p 3-4) In the latter report, it is also said these 650 ha can accommodate "approximately 25,000 units", implying a density of 15.38 units per acre (38.46 per ha).* By contrast, the City of Ottawa maintains that the average density of units constructed between October 1983 and September 1984 has been 35 per acre (86 per ha).

These changes in estimates of available land within the Greenbelt, and in the number of units it can accommodate, might be thought merely to be a reflection of the difficulty of the calculation. Difficult as it may be, however, it is crucial to the assumptions underlying the recommendations since the combination of estimated vacant residential land and of the densities that land can accommodate is central to the claim that there simply is not enough designated urban land available to house the anticipated population and household growth within the planning period. In our view, it is imperative that these figures be reconciled before consideration is given to selecting a strategy.**

Using its 4000-acre figure the City calculates that the following could obtain if construction at this density persists: on the 1600 privately-held acres, 56,000 units could be constructed (although 30-35,000 is deemed more realistic); on the 2400 publicly-held acres, 84,000 units could be built (although 35-40,000 is considered more likely). In addition, the City estimates that some 4000 units rated as being in poor-to-fair condition are likely to be replaced by 2001. The replacement rate for units demolished has been between 3.4 and 6, providing for between 13,600 and 24,000 units. The potential absorption rate, therefore appears to be between 78,600 and 99,000.

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* In what is undoubtedly a typographical error, the Region maintained in the June Report to Planning Committee (14.261, p 4) that there were 7900 acres (3160 ha) of land remaining inside the Greenbelt. In another instance of a rapid shift in stance, the Strategy document (p 27) states that, "The two large urban communities (Kanata and Orleans) are being planned at low densities (approximately 20 units per residential hectare." By June, however, (14.261, p 5) it is deemed "a bit unfair to point a finger at Kanata, Orleans and Barrhaven as the culprits of high land consumption." No densities are cited, however.

** Interpretation of the Region's changing figures has also changed markedly. In 1980, designated urban lands were thought to be sufficient to accommodate 92,506 units (of which some, of course, have been built). In 1982, it was still thought that at an average urban density of 31 persons per acre (which appears still to be the rate), land designated for urban purposes would accommodate 744,000 persons, which was deemed likely to be adequate until at least the late 1990s. (At that time, the population figure of 1,000,000 by 2004 seems still to have been in use, although the unlikelihood of achieving it was evident.) The current estimate, based on 1983 data, is of a potential for 80,500 units, which using the projected average of 2.4 household size for 2001, would provide for 193,200 people, or a population of 763,000 -- 40,200 more than the projected "high". This seems to suggest that even to avoid a period of tight supply, no new urban lands need be designated much before the end of the planning period. If then. The problem, allegedly, is in accommodating the portion of these households requiring ground-oriented housing. Land for this purpose is now estimated to be adequate only until sometime between 1991 and 2001 -- if the "high" population projection prevails, if past house-type preference trends continue and if no change in density occurs. Some of these issues are discussed below in 2.3.8.

Obviously there are many factors influencing the likelihood of fulfilling this potential. In market terms, the City's calculations appear extremely over-optimistic. In terms of taking into account the ways in which built-up urban areas develop, as opposed to suburban or vacant lands, the Regional figures seem at least equally off the mark. The Region's assumptions concerning density bear scrutiny. Philadelphia, for example, has been building two-storey houses at densities of 80 persons per acre (33.33 units per acre, 83.33 per ha calculated at 2.4 persons per household), while London, England -- a very ground-oriented city -- aims for a maximum of 120 persons per acre (50 units per acre, 125 per ha) in all but its few highrise developments, which permit 200 persons per acre. The main point here, however, is that there is a truly vast discrepency between the Region's estimates of potential and the City's.

There is, however, another factor as yet considered by neither the City nor the Region. Mentioning Toronto north of Steeles Avenue is probably riskier than keeping bees, but there is something Ottawa and Toronto have in common. Of Canada's 23 largest cities, they rank among the top three (along with Victoria) in having the most appreciated neighbourhoods on a citywide basis. (4) It is likely, therefore, that the residents of both cities would oppose the kind of neighbourhood disruption the Strategy document cites as being the basis for assuming that greater densities are unlikely to be achieved in already built-up areas (p 26, 35). This is borne out by the history of community activism in both cities over the past 10-15 years.

Yet since the late 70s, the City of Toronto has had a net population increase of over 40,000. This increase was largely the result of the City's having gone a long way towards achieving the target set in the late 70s of increasing its housing stock in the central area by 30,000 units -- half from each the public and the private sectors. Owing to federal and provincial cutbacks, the public sector has provided only 6433 units. With its 16,555 units, the private sector has surpassed the target.

How was this done without major neighbourhood disruption? Three tacks were pursued.

The first was to encourage infill. This is not thought to have accounted for much of the population increase, although it offset some of the need for increased units resulting from the reduced household sizes that are as prevalent a trend in Toronto as in Ottawa.

The second was to encourage medium-to-high residential development in the transition zone between the commercial downtown core and older residential neighbourhoods. It is in these areas that the private sector has been most active.

The third has been to undertake extensive redevelopment, much of it by the public sector on vacant lands. This includes parts of the St. Lawrence Neighbourhood (but not all of it as some was completed prior to the setting of the target) and parts of Harbourfront (much of which is not yet completed and therefore also is not counted).

What is particularly interesting about the latter two types of development is that neither has occurred on lands then zoned residential. The transition zones were all designated for commercial use. They were rezoned for mixed use to accommodate residential, commercial and retail uses. Those adjacent to highrise commercial development (eg. College Park) are also fairly high and primarily contain apartments. Those closer to residential communities (eg. The Grange) are no more than eight storeys and contain a combination of family and non-family units, as well as retail and commercial space. With their height restrictions, these developments provide a buffer and a genuine transition between the city's highrise core and its older neighbourhoods. For their part, the larger, primarily public projects have been built on lands formerly designated industrial.

Land-use redesignation is clearly an area municipality responsibility. But the fact that the City of Ottawa is only just embarking on a planning exercise to examine these kinds of options should not be a reason for assuming that increased density in the City is so unlikely as to make the need to bring new urban lands onstream in the next five or six years a foregone conclusion. It is for this reason, that we are recommending that the timing of the Region's schedule be revised to permit input from all those with a stake in its future, including area municipalities, the NCC and community associations.

It is for this reason, too, that we do not accept the notion implicit in recommendations #2,3,4 and 8 that a major growth centre to accommodate the new households anticipated by 2001 need be developed south of the Greenbelt.

2.3.8. HOUSE-TYPE AND LOCATION PREFERENCES:

The Region appears to have assumed that current patterns of house-type purchases and their location are an accurate reflection of preferences. This seems open to debate. In a market as tight as Ottawa's, it is equally reasonable to assume that people are taking what they can get. Many who live in newer areas do so simply because they cannot afford housing closer in. In addition, while there are some examples in Ottawa-Carlton of family-oriented housing at higher densities and in forms other than the pervasive detached, attached or row patterns, the number of these departures from the norm is too small to gauge their ability to attract residents over the long term. Furthermore, if the Region has accounted for the trend away from ownership of detached dwellings to apartment and row units (up from 5% to 17% since 1971), the extent to which they have done so is not clear from the documents provided.(5)

One issue that emerges from the subject of house-type preferences is whether it now might be appropriate to reconsider the use of the term "ground-oriented". The 1974 Official Plan does not provide a precise definition of this term, nor could we find one in the current spate of documents (including those on housing). It appears, however, that it is generally accepted to mean housing with direct external access to grade.

This requirement is not seen as essential universally. Toronto, for example, uses the term "family-oriented" and defines it as meaning external access within three storeys (or more loosely, "below the tree-tops"). Owing to experience with the housing provided in recent years, some thought is being given to re-defining even this usage. The targets cited in 2.2.7. for new housing included a goal of making 25% of all units family-oriented. This goal appears to have been met in that roughly 25% the newly-housed households are families. But, absolutely no correlation whatsoever has been found between the units' relation to grade and their attraction for families. The determining factor appears, instead, to be size -- not the unit's proximity to the ground.

A further point on this subject is that in reference to the need for new urban lands specifically to accommodate ground-oriented housing, the Region seems to accept the pattern identified in Planning in Review (p 11) of low density units being "usually the first to be built in new areas." Since land designation is an area municipality responsibility, this is likely to be true in the future. The only way for the Region to influence this phenomenon is to slow the rate at which new lands are provided, thereby encouraging greater densification in already designated urban lands.

A final note on this subject is that there is no justification for suggesting that there is no alternative to low-density, ground-oriented housing for families other than in high-rise towers. (Strategy, p 26)

One of the reports suggests that increasing the number of units within the Greenbelt would require building 20 forty-storey towers...or perhaps it was 40 twenty-storey towers. In any case, this is quite obviously a scare tactic. It is quite true, as the Region assumes, that the very term "density" strikes terror in the hearts of community residents. Playing on this fear by ignoring alternatives for achieving density and for providing a range of house types is unwarranted.

In sum, we again must stress that in relation to house-type preferences, as well as density, there is no reason to assume that past trends will or need continue indefinitely into the future, particularly in the City of Ottawa. With this in mind, we take particular exception to recommendation #2 and its claims that the bulk of low and medium density housing need be accommodated on lands outside the Greenbelt and that the prevailing ratio of such housing need be ground-oriented.

2.3.9. ADJACENT AND OTHER JURISDICTIONS:

It seems to be assumed that other levels of government will simply fall in line with Regional plans. Thus it is assumed that the Province will subsidize construction of Highway 416, and the Queensway collector/distributor system.*

As mentioned in 2.3.1., it seems also to be assumed that growth of the Outaouais will have no bearing on the Region. Nor is there any sense of how their plans will jibe with the Region's. The Regional plans showing bridges that stop in the middle of the Ottawa River are certainly amusing, but there is no material demonstrating that their "conceptual links" will meet our "conceptual links" -- a problem noted by the Region itself in articles written in the late 70s.

Nothing is said either of the plans of the NCC and of the affects they are likely to have on the Region. We realize that discussions between the Region and the NCC take place from time to time. It is quite possible that the NCC has not yet provided a clear indication of its intentions. But whether it has or has not, it is too significant an actor in the Region's future to be ignored altogether.

If area municipality or community plans have been scrutinized to see what relation they bear to Regional assumptions, particularly with regard to potential residential development, this is not evident in the documents. While the Region has no statutory obligation to take these into account, but in fact, possesses the authority to override them, this does not seem to us to be sufficient reason to refrain altogether from showing sensitivity to municipal and community goals and concerns.

2.3.10. CONCLUSION CONCERNING THE DATA BASE:

Our intention in raising these points is not to demonstrate that the Region is right or wrong in its assumptions and projections. Rather, we wish to stress that in terms of population and employment growth, patterns of employment, job patterns, rates of household formation, density, vacant land, house-type preferences and other jurisdictions, we are dealing with highly complex and fluid situation, one which makes it unrealistic to assume that trends of the past ten years in consumer preferences and behaviour will remain constant in the future.

This situation is not reflected in the eleven recommendations we have been asked to address. We maintain, therefore, that it is premature to take a decision on the "relatively few" "though very important" items they contain. As well, there are other considerations that should influence the decision on an appropriate strategy for allocating future growth that have not yet been weighed. These will be discussed below.

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* The need for this item makes a rapid leap from the possible to the essential within the second paragraph on p 9 of the June,1984 Report to Planning Committee: First it is said that accommodating 110,000 employees may require the Queensway collector/distributor. A few sentences later it says that, "The bottom line here is that 100,000+ employees is still theoretically achievable -assuming the modal split can be raised and the Queensway distributor/collector systems is built..." The pace of decision-making is sometimes unbelievably mind-boggling. (Emphasis added)

2.4. THE BASIS FOR MAKING A DECISION

One of the concerns raised in many of the briefs submitted for the 29 May 1984 Public Hearing was that insufficient information had been provided. In the main, the Region's response was either that the information was available but had not been reviewed sufficiently by those making the complaint, or that the information sought was irrelevant to selection of a broad brush strategy for allocating future growth.

Having taken the opportunity to review the information available, we feel justified in stating that while there is an almost indigestible amount of data, there is still a lack of basic information in many areas.

We say this recognizing that some of the information requested in May is indeed more appropriate to later stages of the Plan Review process. We also recognize that decisions about the future are necessarily made in the absence of perfect information.

In general, we find that little attempt has been made to sort out the data, to suggest priorities or to analyze interrelationships. In particular, there are four areas for which we believe more substantive information can and should be provided. As well, there are with respect to these four areas, as in the case of the data base discussed above, a number of assumptions that appear to have been made which we find questionable.

2.4.1. PUBLIC RESPONSE:

We have already touched on our puzzlement at what stage we have reached in relation to this whole exercise. We have pointed out, too, that there is little indication of input from other jurisdictions, including the Region's area municipalities. Nor is there any indication of true citizen input prior to this point in the exercise.

Instead, there is an implicit assumption that people are not prepared to discuss and seriously consider trade-offs. This is reflected in the assumption that the primary basis, apart from some cost estimates (a subject to which we will return) for evaluating the different so-called options is:

> "the general premise that disruption to existing communities (through increased traffic, roadway construction and high density development is 'bad', and that reducing the combined costs to of providing Regional infrasture (such as roads, water and sewer) is 'good'. (Strategy, p 34)

At its crudest level, this is undoubtedly true. But since change -- which inevitibly will viewed by many as disruption -- will occur purely as a function of growth, and since disruption comes in varying degrees, we believe that the opportunity to weigh choices, and possibly to suggest alternatives not considered by the Region, should have been provided. We think it fair to suggest that people are prepared to take overall goals into account when considering a range of options.

Another assumption implicit in the recommendations is that taxpayers can afford and are prepared to pay for growth no matter what its form. We think it likely that in the coming years, the cost of local government will increase even if there is no concomitant increase in services. The cost factor is a consideration people might have been prepared to trade-off against some degree of disruption had they been asked.

We are perhaps going out on a limb in reading into the recommendations the assumption that the City of Ottawa's political outlook is both anti-development and unlikely to change in the coming years. This appears to be the basis for concluding that no adjustment to the Region's estimates of the City's ability to absorb residential growth beyond the projections is feasible.

2.4.2. COSTS & BENEFITS:

The Region maintains that the only evaluation criteria they could apply to assessing the various elements of "the strategy" (which might more appropriately have been referred to as "the strategies") are those of a "good/bad" level of disruption and the costs of hard services.

We disagree. While some briefs did request detailed statistical analysis of all aspects of all options, we are fully aware of the difficulties this would entail. In all probability, to do this would consume the bulk of the planning period to achieve and would carry no guarantee of accuracy anyway.

What concerns us is that knowing that any form of growth will require major public investments, so few criteria for basing a decision on the form that growth will take have been provided.

The figure illustrating what a small portion (roughly 20%) of the Regional budget is consumed by capital projects is misleading. A sizable portion of the budget is consumed by operating and maintaining capital assets. It should not be too difficult to estimate the costs that will accrue from operating and maintaining the infrastructure required to service the South Urban Community, over and above those needed for operation and maintenance of the rest of the Region's infrastructure.

At the very least, the fact that these are additional costs should have been mentioned. Or, put another way, we might have been provided with an estimate of the savings that could result from not providing such infrastructure.

It is difficult to believe that there no way to estimate, however roughly, whether the Region's transit system will be made more or less efficient by the need to serve a new area. Are headways likely to increase or diminish? Will built-up areas be better served or less well served? Is accessibility for all persons and goods, with minimum disruption to the environment likely to be optimized?

What of the cost of added community services and facilities? As the Region itself noted, "Under current economic conditions, it may be appropriate to re-examine the issue of the number of different locations to which municipalities and school boards can afford to extend services."

(Planning in Review, p 12) Have we reached full capacity for all existing schools, community centres, clinics, libraries, police stations, fire halls, etc.? Or are the requirements of a new community going to result in continued underutilization of present facilities? Could communities and area municipalities benefit from optimizing existing facilities? None of these issues have been examined at all.

And what of the cost of the Region's rising rate of urban land consumption? The 1974 Plan's land consumption projections was based on comparisons with that of other Canadian cities. (Planning in Review, p 6) No comparisons, either from that time or at present have been provided. Whatever the result of such comparisons, it is difficult to believe we are not paying a premium for having nearly doubled Ottawa-Carlton's rate in the past decade. There are numerous studies investigating the costs of continually increasing rates of land consumption, but the subject is not dealt with in the Official Plan Review reports. Instead, the object appears to be simply to find ways of accommodating this rising rate indefinitely.

Another discussion lacking in the reports is of the benefits likely to accrue from pursuing alternative strategies to the one implied in the recommendations. Are there financial advantages to be gained from densification? Alternatively, might there be benefits in terms of urban vitality?

As stated previously, the assumption implicit in the recommendations is that taxpayers can afford and are prepared to pay for growth no matter what its form.

2.4.3. GOALS:

In 1983, the Region issued a draft report entitled Ottawa-Carlton Planning Policy in Review which assessed the extent to which the major goals articulated in the 1974 Official Plan had been achieved. During the course of the summer, repeated requests were made for a basis for assessing the extent to which alternative strategies for future growth might work in support of, or run counter to these goals. Although this seems to us a necessary basis for evaluating alternatives, we have received nothing other than a repetition of the goals.

We think it necessary, for instance, to have some sense of how the overall strategy might support or detract from the aims of increasing social well-being, enhancing the environment, minimizing costs while maximizing benefits, improving the Region's economic base and conserving energy.

Questions related to these concerns, both at the Public Hearing and subsequently, have been met with the response that these matters will all be sorted out at the second stage of the Plan Review process. The assumption that appears to underlie this response is that social, environmental, budgetary and other concerns can be sorted out to everyone's satisfaction no matter what the overall growth strategy.

Again, we disagree. There are significantly different social, environmental and fiscal price-tags for designating new urban lands versus focusing on optimizing existing resources. This does not imply that a detailed cost estimate for every service or facility is needed, but rather, that a thoughtful analysis of the likely effects of alternative strategies is in order. The Region's goals should serve as yardsticks for evaluating strategic and policy decisions, not as windowdressing.

In the foregoing section, we referred to the cost of several items which are supposedly central to the Region's goals. One not mentioned was that of energy conservation. In an amendment to the 1974 Plan, the goal of developing the region in a manner which uses energy efficiently and maximizes energy conservation whenever possible was added. As noted in Planning in Review, (p23):

> "This suggests a possible strategy to deliberately reduce segregation of land uses in order to reduce travel distances. One of the major challenges of the official plan review will be to re-assess employment distribution in relation to achievement of (energy conservation, a public transit oriented system and the creation of activity centres in newly developing areas)."

In our view, this challenge was not met. With respect to energy, as to the other Regional goals, no indication has been given in the Official Plan Review process of how any alternatives, choices or options support or detract from the Region's goals.

In the introduction of Ottawa-Carlton Planning Policy in Review, it is claimed that refining and weighting of "the goals and subgoals will be done in the context of the evaluation of the various land use options for the urban structure and rural settlement pattern." The results of this exercise, if it was undertaken, certainly are not evident in the recommendations.

It is ironic, too, that one of the goals set out in the initial Plan is:

> "to develop a program to facilitate the coordinated implementation of the plan to achieve identified goals providing for continual evaluation and updating and to ensure that the regional plan is compatible with those of the larger communities."

Having found that there have been difficulties in achieving this goal at this stage of the process, we are not inclined to accept without question that it will be better achieved at the next stage.

2.4.4. CURRENT & FUTURE CHOICES:

One of the issues stressed throughout our discussions with Regional planners this summer was that the aim of the recommendations is to provide Ottawa-Carlton's residents with as many choices as possible with respect to such matters as residential location, house types and opportunities for employment.

In regard to the last of these, the Region has only limited influence, as suggested in 2.3.6. above. In regard to the former two, the Region can exert significant influence through its ability to designate new urban lands. We question, however, whether designating additional land actually will result in a greater range of choice for an increased proportion of the Region's citizens. As stated in the Bayshore Tenants Association brief, "Land allocation is a form of income. It is allocated to people on the basis of their income, expressed as the ability to build, heat, travel, etc. In providing new land for use by a few at a cost that must be borne by all, the Region is subsidizing those who have."

This is but one issue among many that are not addressed in the Plan Review reports on the grounds that it is to be tackled at a later stage. While we would agree that specific housing policies may be better dealt with at a future time, we cannot agree that fundamental issues that have a major bearing on the basis for chosing among alternative strategies can be entirely omitted from the present discussion.

* * *

At some point in the future, be it 2001 or 2021, the Region's population will approach 725,000. What is likely to happen at that point? Will we be looking at a South-South Urban Community? Will we talk then of seeking ways to optimize use of already-designated urban lands? Or will the recommended strategy at that point be to fill in the Greenbelt?

We believe that the strategy employed now will set a precedent for the approach likely to be taken in the future. As stated previously, we are not convinced that the implied strategy contained in the recommendations is the only option available. Nor, having questioned the potential of a third satillite community to sustain an acceptable level of employment, are we convinced that designating more urban land at this time will support the initial concept that gave rise to these communities in the first place.

2.5. CONCLUSIONS

Essentially, we do not believe that the basis for making an informed decision about allocating future growth has been made available. The data base provides substantial and useful information about recent trends, but makes assumptions about the future -- particularly in relation to employment location, the amount of available residential land, densities and house-type preferences -- with which we take issue.

No clear set of alternative strategies has been provided. The Region seems to have embarked on the review process straightforwardly by suggesting that options to provide additional urban land when it is required would be drawn from the following families of alternatives:

1) to increase densities and add land from the greenbelt, for example to areas which are already developed or where development is already committed;

2) to increase the size of the West and/or East Urban Communities;

3) to service additional lands in the South Urban Community in one of three possible locations. (Planning in Review, p 9)

But the eleven recommendations do not frame alternative strategies in terms of these options. While they point in the direction of #3, they do not, of themselves, describe a strategy. The only choice they offer is that of all-or-nothing.

The recommendations are not based on an assessment of the extent to which the Region's goals would be achieved as a result of their implementation. Their social, environmental, economic and fiscal implications for the Region and its residents remain undocumented.

In the absence of this information, it would be difficult to weigh the merits of alternative strategies -- were they provided. As a result, there is no basis for gauging whether a given degree of disruption or other "costs" might be warranted in exchange for various benefits -- had had anyone been asked.

Given the crucial omissions in the data base and of sufficient information to evaluate alternatives, the absence of consultation (prior to this summer) and the lack of sensitivity shown to local issues in the documents comprising the Official Plan Review and in the recommendations, we believe it is imperative that the definition of appropriate thresholds for designating new urban lands be part and parcel of clearly-defined alternative strategies.

Those who requested that such a triggering mechanism be incorporated into the initial strategy were assured that this would be done at the policy development stage of Plan's preparation. Yet as pointed out in Planning in Review, "The (1974) Plan, as written, does not indicate the extent of development considered necessary or desirable in the first stage areas before commencement of the second stage." We do not find any reason to believe that this will be rectified in the future.

In addition, it is evident that the Strategy report has already been interpreted in some quarters as suggesting "an immediate start of the South Urban Community" (Public Consultation Report, Vol II, p 154). This view will be strengthened considerably if approval is given to initiate planning for that start -- especially if no opportunity is provided to review alternatives.

Finally, we believe that the Region's goals should serve as the yardstick against which alternative strategies -- and, of course, the policies intended to support the strategy chosen -- should be measured. And while the the introduction to Planning Policy in Review maintains that discussions "between staff and representatives of various agencies and community interests...concluded that the goals and subgoals are sufficiently comprehensive," we feel a public review of the goals and the priority they are accorded would not be remiss.

As is also noted in the introduction, "a heightened need to make efficient use of the limited financial resources of municipalities" is of greater concern now than it was a decade ago. Yet optimizing the use of existing facilities is not a hallmark of the eleven recommendations.

As well, we would suggest that it may be time to review the aims of the Region itself in relation to its consitutent municipalities. In 1974, the introduction also points out, "not all of the area municipalities had comprehensive local official plans to direct development". At that time, it may have been appropriate for the Region to play a directing role in guiding Ottawa-Carlton's future. But "Today...all eleven area municipalities have official plans in place", and the Region might better function as a coordinator of regional concerns than as a director. This, of course, is a political rather than a planning matter. But it one with major ramifications for planning.

2.6. NOTES

(1) "Competitions", Progressive Architecture. September, 1984.

(2) Abrams, Charles. The Language of Cities: A Glossary of Terms. Avon Books: New York, 1971.

(3) Cf. Sewell, John. "Downtowns Everywhere", The Globe & Mail. 26 September 1984, in which it is argued that it will be at least a a generation before the success of those efforts can be gauged.

(4) CMHC. Public Priorities in Urban Canada: A Survey of Community Concerns. Ottawa: July, 1979.

(5) Regional Municipality of Ottawa-Carlton, Planning Department. Regional Housing Statement Update. August, 1984.

Also used in the preparation of this brief were the Official Plan Review Technical Reports listed in Appendix I of the Regional Development Strategy Discussion Paper, materials prepared by Regional Planning Staff for the sessions held this summer with Community Association representatives.

SECTION 3: RESPONSE TO THE ELEVEN STAFF RECOMMENDATIONS TO REGIONAL PLANNING COMMITTEE

1. The Regional Development Strategy be prepared on the basis that Ottawa-Carlton could grow to between 625,000 and 725,000 persons by the turn of of this century and that infrastructure be provided incrementally dependent upon the actual amount of growth which materializes through the planning period.

   We agree that the range of numbers appears reasonable, and that the provision of infrastructure on an incremental basis should be supported. However, we believe that a description of the monitoring process -- ie. the means of determining the point at which growth is deemed sufficient to trigger decisions to provide infrastructure -- must be incorporated into the initial strategy.

   SUPPORT WITH AMENDMENT

2. The Regional Development Strategy be prepared on the basis that the majority of new households to 2001 will require low and medium density ground-oriented housing, the bulk of which will be accomodated on lands outside the Greenbelt.

   The range of alternatives to the assumption that the majority of new households will have the requirements described or be in the location indicated has not been fully demonstrated.

   DO NOT SUPPORT

3. The Regional Development Strategy be based on the designation of sufficient additional urban lands to meet the high growth projection to 2001.

   While we agree that sufficient urban land should be available to meet growth, we do not believe that the range of alternatives to the assumption that this requires designating additional urban lands, including the issue of density, has been fully explored.

   Again, no method is described for determining the point at which growth is to be considered sufficient to trigger decisions to designate additional urban lands.

   DO NOT SUPPORT

4. The Regional Development Strategy be based on the premise that a major growth centre (or centres) will be developed south of the Greenbelt; the future location, configuration, and the timing of its (their) release to be the subject of further study.

   The range of alternatives to the assumption that a major growth centre (or centres) will be developed south of the Greenbelt has not been fully explored. In our view, emphasis should be placed on optimizing use of lands already designated. We do agree, however, that the possibility of such a centre (or centres) should be the subject of further study.

SUPPORT FURTHER STUDY ON BASIS THAT DEVELOPMENT OF A MAJOR GROWTH CENTRE (OR CENTRES) BE VIEWED AS A POSSIBLITY, NOT A PREMISE

5. The Regional Development Strategy be based in general on achieving, or surpassing, the modal split guidelines contained in the 1974 Regional Plan.

We fully support the goal of increasing transit usage. We feel, however, that emphasis must be placed on transit to serve people -- not vice versa. In addition, we would like some indication of the means by which this aim is to be achieved.

SUPPORT WITH THE INCLUSION OF RECOMMENDATIONS ON HOW TO ACHIEVE

6. The Regional Development Strategy be based on shifting the emphasis of employment growth away from the Central Area to other employment centres -- with special emphasis on selected nodes along the transitway and the urban communities outside the Greenbelt.

While we agree that decentralizing employment is a laudable aim, we are not convinced of its feasibility. As well, to the extent that municipal decisions can influence such a shift, they are ones that will be taken primarily by area municipalities, not the Region. We do not see, therefore, how this objective -- as stated -- can serve as a foundation for the Regional strategy.

SUPPORT IN PRINCIPLE, BUT BELIEVE AN ANALYSIS OF ITS FEASIBILITY MUST BE UNDERTAKEN IN CONJUNCTION WITH AREA MUNICIPALITIES AND COMMUNITY GROUPS BEFORE IT CAN SERVE AS A BASIS FOR THE REGIONAL STRATEGY

7. Decisions on the Regional Development Strategy not be held in abeyance pending a review of the necessity or timing of individual infrastructure elements, but that these be reviewed in detail in the second stage of the official plan review.

We do not agree. The cart is being put before the horse. We cannot support giving the Region a blanket mandate to select a strategy that will depend on various infrastructure elements without first having reviewed the nature, necessity, likely cost and timing of their implementation.

DO NOT SUPPORT

As an alternative, we would support the wording of this recommendation porvided by the City of Ottawa:

"That the Regional Development Strategy be based upon a full consideration of all of the infrastructure requirements necessary for its implementation, including its phasing and timing within the planning period."

8. The Regional Development Strategy be based on an urban settlement pattern that recognizes the need for continued growth outside the Greenbelt, directs some of that growth south of the Greenbelt to balance transportation flows around the periphery of the Greenbelt, and encourages future employment growth to occur outside the central area.

   This largely repeats recommendations 2,3,4 and 6, to which we have already responded. While we support the concept of balancing future growth both within and outside the Greenbelt, the range of alternatives to the assumption that continued growth outside the Greenbelt has not been fully explored -- nor has the feasibility of succeeding in the aim of encouraging future employment growth outside the central area.

   DO NOT SUPPORT

9-11. We support these recommendations in principle, but believe that to be properly considered, the means by which the goals and concerns of rural communities will be incorporated in the strategy and policy development process.

12. With respect to the new recommendation put forward by the City of Ottawa, we support the following wording:

   "That the Regional Development Strategy be based upon an approach which seeks to optimize the use of existing infrastructure, thereby limiting future regional and municipal tax increases.

SECTION 4: COMMUNITY RECOMMENDATIONS

In addition to the elements of the eleven staff recommendations to Regional Planning Committee that we support, and to the amended version of the City of Ottawa recommendation, wish to put forward the following recommendations:

That in proceeding to finalize the strategy stage, Regional Planning staff be directed to:

1) Review, analyze and incorporate into their background materials the implications of anticipated growth in the Outaouais;

2) Review, analyze and incorporate relevant land use, transportation, employment and other pertinent aspects of the plans of other government bodies and utilities such as the NCC, Ontario Hydro and the Province of Ontario;

3) Provide a means of assessing recommended strategies on the basis of the extent to which they support or detract from updated Regional goals and objectives;

4) Develop a clear set of alternative strategies for the allocation of future growth with particular emphasis on accommodating that growth within the Greenbelt.

That adoption of a specific strategy for the allocation of future growth be held in abeyance pending:

1) Public review of Regional goals and subgoals and of the priority which they are to be accorded;

2) Revision of the Regional schedule to allow for broad and informed involvement by all those with a stake in the Region's future, including area municipalities, the NCC, community associations;

3) Development of an ongoing, broadly-based, Regionally-supported process of public consultation and participation to review clearly-defined alternative options for future growth. Among the issues to be addressed are:

   - anticipated impacts in relation to revised goals -- including associated evironmental, social, economic and fiscal costs and benefits

   - neighbourhood and area municipality goals and objectives

   - spelling out of the choices that must be made to reconcile conflicting objectives of different public and private participants in the process

   - implementation strategy, including an ongoing review process,

phasing and intended triggering mechanisms for various aspects of growth.

APPENDIX 1: COMMUNITY ASSOCIATION REVIEW OF RMOC DEVELOPMENT STRATEGY

During the course of the past summer, community association representatives met with with one another and with regional planning staff to discuss regional development options and their neighbourhood impacts, and to dientify common themes where possible.

The meetings were held during the evening hours, and usually lasted about three hours. The schedule and topics covered were as follows:

10 July:	Current RMOC Official Plan
24 July:	Forecasts of Growth and Urban Structure
9 August:	Allocation of Growth: Constraints & Options
21 August:	Transportation Strategy Options
6 September:	Neighbourhood Impacts
11 September:	Themes for Regional Development
18 September:	Priorities, Conclusions, Wrap-Up

APPENDIX 2: SIGNATORIES OF THE JOINT BRIEF (4 October 1984)

Pat D.C. Barnhouse
Highland Park Ratepayers Association
535 Kenwood Avenue

Lindley Baxter
Lowertown West Community Association

Grace Blackburn
Alta Vista
1928 Norwood Avenue

Archie Campbell
Dalhousie Community Association
136 Bayview Road

Penina Coopersmith
Centretown Citizens Community Association
6-575 MacLaren Street

J.L. Courtney
Action Britannia
219 Lincoln Heights Road

Anna Hercz
Bayshore Tenants Association
186-D Woodridge Crescent
Nepean

Ken Hillis
Dalhousie Community Association
200 Bell Street North

J. Kroeker
Heron Park-Brookfield Gardens Community Association
2707 Traverse Drive

Richard Limmert
Ottawa East Community Association
30 Bower Street

Earle McPhail
Community Association of Billings Heritage Area
2010 Cabot Street

Lorne Peterson
Westboro Community Association
538 Cole Avenue

Kathleen Shaw
Centretown Citizens Community Association
90 Flora Street

G.T. Turner
Brookfield Gardens Community Association
2703 Traverse Drive

R. Vettoretti
2377 Kaladar Avenue

George Wilkes
NW Quadrant: Action Sandy Hill
112 Daly Avenue

Jennifer Zelmer
Lowertown West Community Association

PRESS RELEASE

OCTOBER 15, 1984

AD HOC CITY OF OTTAWA

COMMUNITY ASSOCIATIONS BRIEF:

FOR OCTOBER 16, 1984 MEETING OF REGIONAL PLANNING COMMITTEE

"REGION PLANS IN ISOLATION"

Grass roots citizens' organizations across the City of Ottawa have been meeting all summer to prepare briefs on the Regional Development Strategy phase of the Regional Official Plan review. Individual groups briefs will present their local issues and a joint brief will address common concerns.

> *"Hundreds of millions of dollars will be spent in Ottawa-Carleton over the next decade for whole new towns, transportation facilities and utilities. Few people are aware decisions taken over the next months will decide how their tax dollars could be spent for the years to come ..."*

See attached for further comments from the joint brief. For more information please phone Joe Courtney, Britannia Hard Services Committee at 828-0903.

Si vous désirez obtenir des renseignements ou émettre des commentaires en français, n'hésitez pas à communiquer avec Caroline Andrew au 231-4973 (travail), 235-2471 (résidence).

REGION PLANS IN ISOLATION

Hundreds of millions of dollars will be spent in Ottawa-Carleton over the next decade for whole new towns, transportation facilities and utilities. Few people are aware decisions taken over the next months will decide how their tax dollars could be spent for years to come. Even politicians, in the City of Ottawa and elsewhere have been slow to realize the challenge of coming events. Rather, new arterials through neighbourhoods, the locations for industrial parks and subdivisions, and whether apartment blocks should be built in neighbourhoods - the very shape of this region is now at issue. Few know this debate on a growth strategy for the Region is now going on, nor the choices to be faced. These choices are strongly influenced by the National Capital Commission and the Outaouais regional government, who appear not to be involved in current discussions, as well, the City of Ottawa has not participated fully. So far, the general public, including the politicians and the media have been overwhelmed by the information overload provided to them by the regional planners. It has been very hard to focus on the plain facts and the choices that must be made for the future. A brief which has been prepared by representatives from across the City of Ottawa is critical of how the Region is going about the review of its Official Plan. While the population of Ottawa-Carleton will not reach the level projected in 1974, major new projects proposed at that time are still being considered; at a cost of hundreds of millions of dollars. Regional politicians are being asked to endorse these expenditures without the full facts on their timing, total cost and effects on neighbourhoods.

A decision was to have been quickly made in July by the Region on their future growth strategy, but this has been delayed until November 1984. November 1984 is the opportunity for Regional Council to give direction to its planners to fully involve everyone in the future planning for the Region. So far citizen groups have been left with the impression that regional planners have carried out their work in isolation. This conclusion is not new and dates back to 1974. Now is the time to cut through the red-tape of the three governments for Ottawa-Carleton, and produce a fully comprehensive and fair blue-print for the future of our region.

DATA BASE DEVELOPMENT

E.I.S.I.

MANAGEMENT ANALYSIS

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830-2

Mr. J.Barry O'Gorman,
Secretary,Planning Committee,
REGIONAL MUN., OTTAWA,CARLETON
222 Queen Street,
Ottawa, Ont., K1P 5Z3

19-October-1984

Dear Mr. O'Gorman:

Regional Official Plan Review
- Regional Development Strategy

Please express my appreciation to the Committee for the opportunity to present my proposal concerning a subway system for the National Capital Region. The lack of discussion at the meeting reflected the fact that the members were not prepared to give detailed consideration to the proposal. In fact the decision taken later not to consider any new strategies did confirm this view. I fully accept that decision in view of the heavy agenda already under contention and the current priorities of the Planning Committee.

I did have a useful exchange with Mr Bartlett who seems to have a good understanding of the subject of subways. We discussed feasibility and strategy in a brief fashion.

In my notes distributed at the meeting I suggested that if the Committee did not find the proposal within their terms of reference that they might undertake to refer the document to an appropriate body. It would seem that the TRAFFIC COMMITTEE would constitute such a group. For a group with such a specific orientation I would be prepared to develop a more professional and detailed approach to the subject accompanied by appropriate documentation.

One significant difference in my approach to that of your Committee is in the terms of reference. I look on the subway proposal as essentially a project to cover the whole of the National Capital Region. This involves a larger population base which legitimately can be considered to exceed one million by the turn of the century. It also includes financing by senior levels of government. Consequently the long time frame I have proposed allows for the necessary consultation and coordination.

Many thanks for yours and Mr Bradshaw's helpful services in this matter.

Yours faithfully,

Charles B. Walker

Charles B. Walker,
Manager, E.I.S.I.

OTTAWA-CARLETON
RECEIVED
10:00
OCT 25 1984
8
CLERK'S DEPARTMENT

A PROPOSAL TO DEVELOP A SUBWAY SYSTEM FOR THE NATIONAL CAPITAL AREA BY THE YEAR 2000

BACKGROUND

The documentation prepared for the Committee attests to the high level of competence of local planners, the staff of the Ottawa Transit System whose engineering and technical skills have built the system now in place and the operating teams who adminster the day to day scheduling for the facilities and services to the public. Originally integrated, the bus transit network is increasingly moving to dedicated routes while local route buses complement the tidal flow of private passenger and commercial and industrial vehicles that crowd the communal network of freeways and roads which link the communities within Ottawa and its surrounding areas. Not only does the public transit system make sense in this context but is also designed to provide flexibility for growth,changing traffic patterns and ready linkage with other major transit systems,rail,air,intercity bus routes and water transit traffic

There are also operational problems which receive considerable attention and involve cooperation with other local services, in particular the police, towing services and relevant monitoring operations. The free flow of traffic is frequently snarled by accidents, road repairs and maintenance, new construction and vagaries in the weather. In the latter case the public are left waiting at bus stops which generally provide only a minimum of shelter at present. Nonetheless, the majority of travellers go about their business and personal affairs in a manner that minimizes time spent on travel even if it involves multiple destinations including exiting from the network by car, bus, train or plane.

In this context it is reasonable to question why there is a need in the future for a subway system to complement the existing facilities. Any earlier suggestidons to this effect have been effectively turned aside on the basis of cost,acceptability,need,engineering problems etc.Only one token move has been made in this direction. In the new bus corridor under construction,one small section will be routed underground.

HISTORICAL EVOLUTION OF SUBWAY SYSTEMS

There now exist over 50 subway systems located in more than 20 countries around the world, including several northern communities. Their construction periods, in some instances, span the last century. In Canada, both the Toronto subway and the Montreal metro have been built since World War II. These two latter enterprises illustrate very well how a subway system can complement a full range of surface transport facilities, including buses and private motor vehicles. They have operated under close to full potential since coming into service and reflect the applicaltion of new technologies in terms of safety,comfort,speed and efficiency. While the conditions favouring the introduction of such systems are not fully paralleled by the Ottawa environment, there are several northern European communities which have successfully demonstrated the practicability and effectiveness of such systems.

OBJECTIONS TO A LOCAL SUBWAY SYSTEM AND COMMENTS

1) WE DON'T NEED IT ! Comment: At present Ottawa's highway system is strained to meet the transit requirements for a population of approximately 0.6 million persons. By the year 2000, the population is

expected to rise to 1.0 million, a 2/3 increase over 15 years.. Planners would be forced to introduce draconian changes to the surface environment to make accommodation for the additional traffic generated which could well double the present traffic load.

2) THE LAND FORMATION IS UNSUITABLE FOR A SUBWAY! Comment: Ottawa has already successfully managed to anchor a forest of highrise buildings within the perimeter and constructed large surface transit systems with extensive underpasses which have weathered the years. With expertise available from the others Canadian systems and the tunneling expertise available from the Canadian mining profession and other countries, it would appear that any soil instabilities would create no serious problems not subject to available engineering solutions.

3) SUCH SYSTEMS ARE OUTDATED AND UNACCEPTABLE TO A NEW GENERATION! Comment: A subway system is primarily designed to carry passengers travelling to and from work or homemakers on shopping trips or students or classes required to travel outside their local community boundaries. It is evident that a subway system with stations targetted at zones of employment,commerce or culture are eminently capable of capturing a large proportion of such potential users on the basis of efficiency, speed, comfort, economy and predictability under all weather conditions.The systems also reduce the wear and tear on motorists and their vehicles. They can relax in transit and save gasoline and car maintenance charges. With the expected rise in gasoline fuel prices over the next few years this alone provides a strong incentive for commuters to use a subway system once installed.

4) SUBWAYS ARE UNSAFE AND ARE SUBJECT TO STALLING! Comment: Current subways are the most secure forms of land transport available, operating on fixed route without competition and computer controlled with respect to speed,station stops,door openings and closing and passenger loading. With additional monitoring by highly trained engineers, and built in emergency power, their record of safety and performance far exceeds the levels attained by bus,train or other forms of ground passenger transport.

5) SUBWAYS ARE TOO COSTLY TO CONSTRUCT AND MAINTAIN! Comment: While capital cost,initially, are high, maintenance costs are exceedingly low, thus permitting annual earnings to be ploughed back into the system in a manner to rapidly reduce outstanding capital debts - and later to provide new capital for improvements and extensions to the system.

6) THERE AREN'T ANY SOURCES OF FUNDING AVAILABLE! Comment: Senior levels of government and national corporations and agencies have a vested interest in providing optimum conditions for their employees to arrive on time at their work without exorbitant costs for travel. The reliability of subway service with stable costs represents a very attractive investment in the face of rising prices for gasoline and rapidly congesting highways. They and the business community in general could be expected to support such a proposal and to contribute.

3-OCTOBER-1984

CHARLES B. WALKER,
MANAGER, EASTONT INTEGRATIVE
SERVICES INCORPORATED, HOPETOWN.

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SUBWAY PROPOSAL PAPER
ADDITIONAL COMMENTS -
16-OCTOBER-84

The paper distributed to you for this meeting was intentionally concentrated on two pages of text. It is therefor difficult to do justice to the extensive literature and resource material which was consulted in the preparation of the proposal. Even those reference documents did not deal in detail with the engineering problems and systems specifications. It is therefore evident that the proposal is only intended to encourage the planning groups in this area to take a serious look at this alternative for future development of the local public transportation system beyond the present stage of development. May I assure you I do not represent a LOBBY!

My approach to this topic is essentially very simple(while the topic itself is extremely complex). With the shrinking reservoir of fossil fuels it is generally agreed that we must move away from our traditional dependence on oil and gasoline to power our transportation systems. In short, the current system cannot expand along existing lines to meet the transportation requirements of a city of one million people.In this context the subway presents a new dimension in transportation. We have the experience in Canada and other countries on which to build. The transfer of technology to the National Capital Area requires intensive study with adequate support from all levels of government involved. If we accept the year 2000 as a practical goal then it is clear that the process must get underway almost immediately to develop a practical solution.

I am certainly open to questions and would appreciate listening to even a brief discussion of the matter within this hearing. My personal interest in the matter would be further strengthened if there is any consensus that the matter warrants further study by traffic experts responsible for the National Capital Region. Whether this Committe feels that such a proposal falls within their terms of reference is of course a legitimate question. If not, the Committe could choose to refer the proposal to an appropriate group of experts.

Charles B. Walker

Charles B. Walker,
Manager, E.I.S.I.

NOTES FOR TRAFFIC MEETING ON SUBWAY PROPOSAL

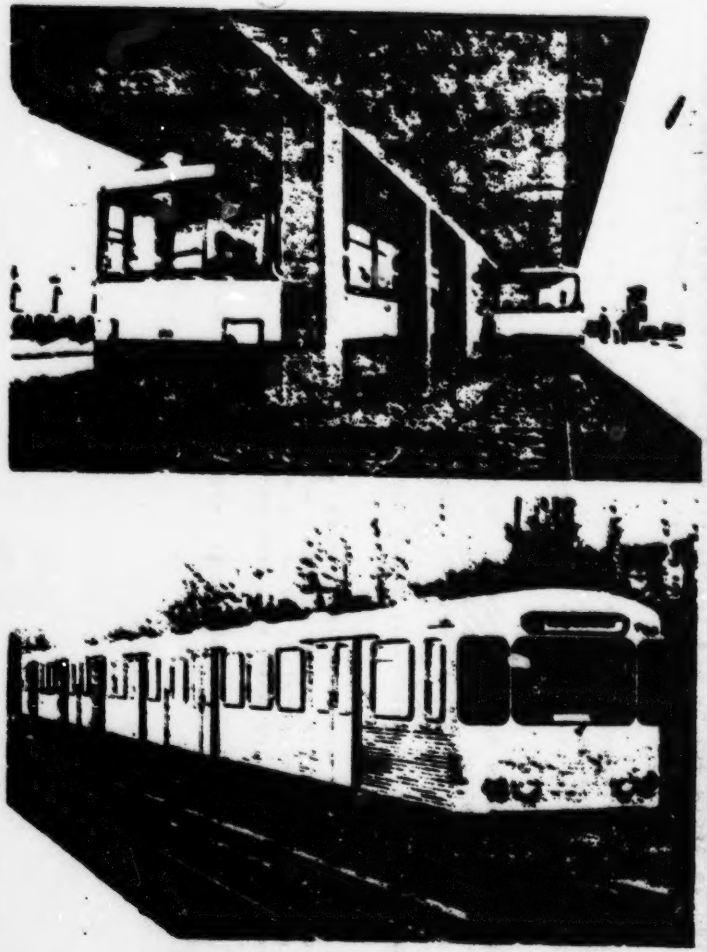
1. It is not essential that subway services wait for population growth to exceed one million. Examples are Frrankfurt(700,000),Oslo(500,000), Baku(500,000),Helsinki(700,000),Munich(800,000), all of which developed their subway systems to expedite safe access to core areas and to provide for satellite growth.

STOCKHOLM - NOCK - THE DECISION TO BUILD AN UNDERGROUND RAILWAY SYSTEM WAS TAKEN IN 1941. THE GEOGRAPHICAL SITUATION HAS SOME POINTS OF SIMILARITY TO THAT OF ROTTERDAM IN THE MANY WATERWAYS THAT INTERSECT SOME OF THE BUSIEST AND MOST CONGESTED AREAS: AND AS IN ROTTERDAM THE 'UNDERGROUND' WAS PLANNED TO INCLUDE BOTH TUNNEL AND SURFACE SECTIONS AS MOST SUITABLE FOR THE VARYING CONDITIONS.

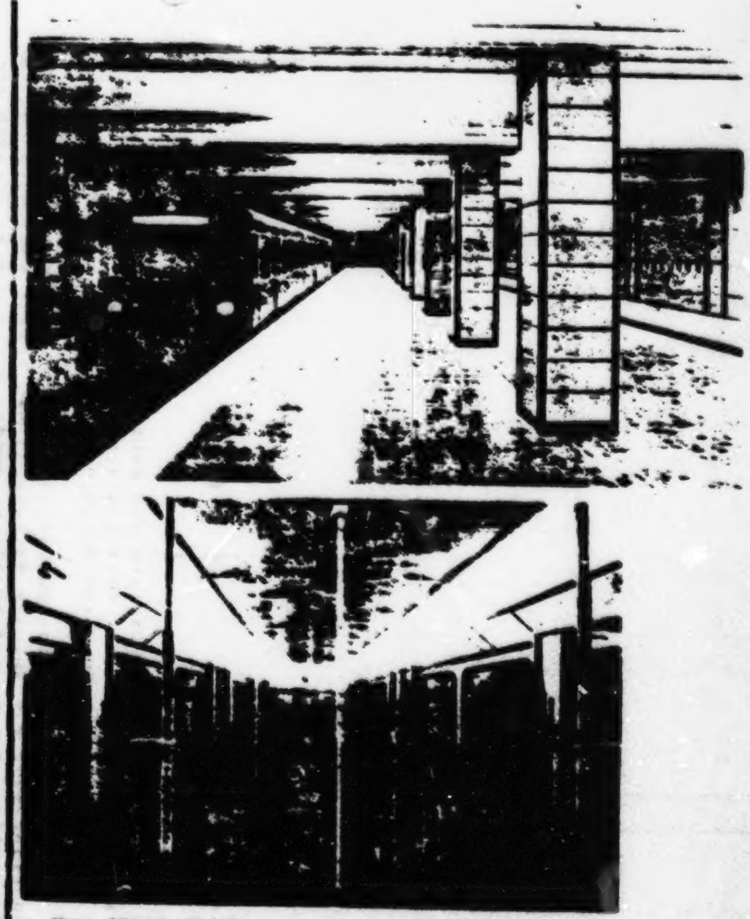
BART - Bay Area Rapid Transit San Francisco - a railway of 75 route miles has 105 ten-car trains in operation at the same time each running up to 80 mph between stops and all controlled by a single 'machine' at headquarters - NOCK

STABILITY OF SUBSTRATE - Several of the tunnelling operations undertaken have been on relatively unstable landforms and in the midst of built up central city core areas. New tunnelling methods are constantly being improved thus overcoming many earliar engineering deterrents

Cities of one half million population which have built subways include Oslo, Kiev,Baku. Munich and Helsinki also initiated sybway construction before their populations reached the million mark.



4. Above: Frankfurt a-M: U2 type trains on Nordweststadt–Hauptwache (A1) route; below: Hamburg: U Bahn train of DT3 type.



5. Above: Munich: U Bahn two-coach train at Alte Heide; below: Munich: U Bahn car interior.

PRESENTATION TO THE REGIONAL PLANNING COMMITTEE
Re: THE PLANNING STRATEGY IN THE REGION

Allow me please a few minutes of your time. My name is Robert Welch. We own a farm on HWY 16 that was partially expropriated in 1978 and will be affected by the continuing repacious policies of the City of Nepean. So consider me a not so innocent bystander.

As I look deeper into the actions of Nepean Council over the past 10 years, I get the distinct feeling that we are all being manipulated. We, of course can never read the minds of the movers and shakers of Nepean, but the facts are indisputable.

Let us look at a few of the facts and judge accordingly:

1. EXPROPRIATION:

In 1975, ninety-three (93) acres along the Rideau River were downgraded from RIA to Conservation land and expropriated towards Open Space for a proposed south urban community. This was enacted prior to adoption of the Regional Official Plan by either the Regional Council, the Minister of Municipal Affairs or the OMB. Nepean did it on their own, not for municipal services, not for a school nor for a highway, but for Open Space for a mythical satellite city in Nepean south. There was a 4 year freeze to prevent any speculation, then expropriation.

The Draft Regional Official Plan of August 1973 and April 1974 clearly defined development to proceed within the greenbelt and designated areas in the region ie Kanata, Barrhaven, Carlsbad Springs, Orleans and south Gloucester. Nepean south was considered unsuitable, largely because of its prime farm land. But it came to pass that open space was 'made available' in Nepean and the Region is under extreme pressure to approve the development of Nepean south satellite city.

Some one evidently wants to become very rich, or wants their children to become very rich. More on this later.

By 1975 Nepean downzoned and expropriated 1700 acres of good Class I farm land around the Jock River. Nepean also restricted 3000 acres of active farmland in the same area, preventing farmers from extending their farm buildings, spreading fertiliser, fully utilising their land. The preservation of farmland is considered to be an absolute priority on every Official Study of Land Use, and yet Mr. Andrew Haydon, then

Reeve of Nepean and Mr.W.T.Leathem, Planning Director, saw fit to freeze or expropriate almost 5000 acres of good farm land. Mr.Leathem is quoted as saying "...there is grave concern about the Rideau River being in environmental danger....The Nepean Planning Department did not want further residential development around the river corridors..." What further residential development? Could there have been other reasons behind these expropriations?

In 1974 Nepean froze 5400 acres for a Regional Dump Site. They subsequently expropriated 740 acres of this tract, kept 200 acres as Dump Site on Moodie Drive, exploited the gravel on the remaining 540 acres and then sold it. 5400 acres for a dump site? On a gravel pit? I wouldn't want to have a well anywhere near it.

I Hope You Get The Picture.

2. MONUMENTS:

a) The NEPEAN EQUESTRIAN PARK was supposed to be self supporting. Nepean provided $500,000 interest free, to be repaid whenever. Nothing has been repaid and Nepean residents pay interest on the loan at $39,000 annually and will continue paying until 1990. The annual operating deficit is about $25,000. The cost to the tax-payer in Nepean is about $64,000 annually. Self supporting?

b) The WALTER BAKER RECREATION CENTRE was also supposed to be self supporting. The deficit last year was $337,000.

c) The NEPEAN SPORTSPLEX was also promoted as being self supporting. The deficit in 1980 was a mere 600,000 Dollars. By last year, the deficit was a cool ONE MILLION FOUR HUNDRED FIFTY FIVE THOUSAND DOLLARS ($1,455,000)!!

d)Former Mayor of Montreal Jean Drapeau has his stadium, Mr. Andrew Haydon has his park, but it cost the tax-payers 1.8 Million Dollars for the land alone.

Nepean is one of the three most highly taxed municipalities in Ontario. I wonder why?

Any Council that could freeze 5400 acres of land in the name of a Regional Dump Site (as a new Councillor, Ben Franklin moved Motion 428 July 1974) is capable of anything.

As I said before, one cannot read their minds, but with few exceptions, Nepean Councillors and Senior Officials have demonstrated an incredible lack of respect for its taxpayers and the land of Nepean; and the big guns are on the move again TO DEVELOP A NEPEAN SOUTH URBAN COMMUNITY. Jockvale Realty is owned by Mr.Lloyd Francis, former Deputy Speaker, House of Commons and an old associate of Mr. Andrew Haydon, now Chairman RMOC. Mr. Francis is very well connected. He is also quite wealthy, so wealthy that Jockvale Realty (Mr. Francis, his son and daughter) have been able to buy around 1000 acres of prime farmland straddling Jockvale and Cedarview Road (I should know since I live and farm in that area) by making the farmers an "offer they couldn't refuse". Since then Mr. Francis has complained that his son was sitting on the most expensive farmland in Ontario. He wants a residential zoning on his holdings and Mr.Haydon supported the arguments for a study on a south urban community by saying "...the federal government has gobbled up square miles of farmland to build Mirabel, and was prepared to do the same to build an airport at Pickering....". Aside from the fiasco that his example of Mirabel and Pickering turned out to be, this indicates the attitude of Mr.Francis and Mr.Haydon towards the preservation of our heritage and food base.

The final Draft Regional Official Plan of June 1974 listed the following growth structure:

1) All lands within the greenbelt
2) Kanata-Glencairn
3) Orleans
4) Barrhaven
5) Carlsbad Springs
6) South of greenbelt in Gloucester Township

NEPEAN SOUTH WAS CONSIDERED UNSUITABLE.

Fifteen days after its approval the Regional Council at a Special Meeting passed Motion 27 stating that south Gloucester including Barrhaven be designated Initial Growth Area, and that Carlsbad Springs be reserved for future development. This summersault after an exhaustive 5 year study with media coverage, public meetings, extensive revisions etc ! Council quietly rejected Carlsbad Springs and its 16 Million Dollar investment wasted in favor of southern development.

IN FIFTEEN DAYS. SELF INTEREST ? PROBABLY MANIPULATION ? FOR SURE..

Jockvale Realty has since then quietly acquired around 1000 acres of good farmland exactly on the site of the proposed city of 65,000 people. Indeed it is the site proposed by Nepean lying wholly south of the Jock River. One has to wonder which came first, the private acquisition of the land or the Nepean conceptual plan of siteing and housing. Over the years the population growth in the region has decreased dramatically. Population growth within Nepean has slowed, in the past 12 years we have only acquired an additional 50,000 people,

Kanata has a population of 22,000 with a potential of 100,000,
Orleans has 25,000 people and a potential for 100,000
Barrhaven has only 11,000 and room for 25,000.

In other words there is plenty of room for expansion within these communities. Mr.Haydon's reference to the farmland around Mirabel and Pickering is indeed prophetic. Perhaps these long term megabuck projects are doomed anyway by the speed of changing government policies, interest rates and population demands.

WE DEFINITELY DO NOT NEED THIS SATELLITE CITY. WERE DEMOCRACY TO DEMONSTRATE ITSELF, WE WOULD STOP THIS PROJECT DEAD. KEEP THE GOOD PEOPLE, BUT THROW OUT THE RASCALS.

October 16,1984

Robert Welch

Robert Welch

Mr. R. Welch
Apple Hill Fruit Orchard
RR2, Nepean

830-0

Lorne Peterson
Regional Development
Study Group
Westboro Community Assoc.
558 Cole Ave.
Ottawa K2A 2B5
October 5, 1984

OTTAWA-CARLETON
RECEIVED
10:40
OCT 5 1984
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CLERK'S DEPARTMENT

Mr. Barry O'Gorman
Secretary,
Regional Planning Committee
Regional Municipality of
Ottawa-Carleton
222 Queen Street
Ottawa, Ontario

Dear Mr. O'Gorman:

Enclosed is a brief by the Regional Development Study Group, Westboro Community Association, on the Regional Development Strategy and Official Plan Review.

Please send us a letter acknowledging that you have received the brief.

Thank you for your attention.

Yours sincerely,
Lorne Peterson
Lorne Peterson

A Brief on the Regional Development Strategy and Official Plan Review

by

Regional Development Study Group
Westboro Community Association
October 5, 1984

> ... man has one great gift or failing, depending upon how he has used it -- that, whereas animals are generally confined or adapted to a specific environment, the human species roving in the invisible domain of thought can alter the way it lives.
>
> Loren Eiseley,
> "Man"

Introduction

The Regional Development Strategy does not give attention to many vital questions about the development and redevelopment of the Ottawa-Carleton region. These questions include:

- How do we, as members of the community, want to live in this region?
- How can we develop our economy and meet our needs for goods and services in ways that will restore and maintain a balance between our human community and the larger natural community in which we live? How can we develop sustainable forms of economic growth and fulfilling ways of life that work with the natural environment?
- How do the economies of cities development and grow? Assuming that we can develop sound answers to this question, how can we create and shape the kinds of economic growth that we want in the region?

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- 0 What kinds of housing do we want and where do we want it located? How can the development of this housing be encouraged?
- 0 What do we like and dislike about our present neighborhoods? What kinds of neighborhoods do we want to live in?

Since these questions and many other related ones have not been addressed, or adequately answered, either by members of the community or regional planning staff, it would be premature to accept the current Regional Development Strategy. Much more thinking needs to be done before a sound and relevant strategy can be formed.

The present strategy was not developed with enough depth and breadth, and it does not show in sufficient detail what the consequences would be of adopting various growth scenarios. Perhaps the most basic flaw in the strategy is the preoccupation with possible high levels of future growth. Little attention has been given to the potential for altering and shaping growth in the region.

The strategy seems to be based on a presupposition of continuing conventional growth and development in the region. This is unfortunate. The Regional Development Strategy and Official Plan Review should be providing the community with an opportunity to re-think and re-examine how we want to live in this region. We would like to see fresh and imaginative approaches to development and redevelopment explored and studied.

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With the above thoughts in mind, we find it difficult to comment upon the 11 regional staff recommendations that are being considered by the Planning Committee. These recommendations may not be relevant, because they do not reflect any substantial thinking about the potential for new forms of growth and development.

However, since the community has been asked to comment on the 11 recommendations, as part of the current public consultation process, we will make some remarks about them.

Comments on the Regional Staff Recommendations

Recommendation 1.

This recommendation is based on past population growth rates that may no longer occur. Will, for example, population growth continue at an annual rate of 20 per cent above the "high projection", as it has for the past two years? And why will this high growth rate continue?

There are no satisfactory answers to these questions in the strategy.

Recommendation 2.

This recommendation assumes no shift in lifestyles or in economic development. We may be entering a long-term period of low economic growth. This could reduce the demand for single family homes, and increase the demand for multi-family housing.

This possibility and others need to be thoroughly examined.

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We would like the regional government to conduct and encourage studies of alternative forms of housing growth and development, both inside and outside the Greenbelt. These studies should be done in consultation with members of the community, and should show in sufficient detail the possible consequences of different housing plans.

Recommendation 3.

Again, more studies are needed. The redevelopment option has not been thoroughly examined, and the "high growth projection" may simply be too high.

Recommendation 4.

This recommendation may be based on questionable growth rate projections.

The recommendation could be changed to: "A major growth centre (or centres) may be required south of the Greenbelt. But other options need to be explored and further studies of growth rates must be done before this can be accepted as a premise in the strategy."

Recommendation 5.

We agree with the goal of increasing the use of public transportation. But the question of what kind of public transit system would work best has not been answered.

The public needs to be fully involved in any further studies and planning for transit development.

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Recommendation 6.

We agree with the goal of decentralizing employment. But the question of how and the possible consequences of various proposals need to be examined.

Recommendation 7.

We disagree with this recommendation. A total review of infrastructure needs and options is needed. For example, do we want to continue discharging sewage into the Ottawa River?

An alternative to expanding the Green Creek Sewage Treatment Plant would be to develop sewage processing systems that recycle sewage into usable products, such as fertilizers. This would enhance the quality of that natural enviroment and create new forms of industry, which would be based on recycling and reusing wastes.

Recommendation 8.

We would like to know what the consequences would be of "an urban settlement pattern that recognizes the need for continued growth outside the Greenbelt". Since no one seems to know the answer to this question, we cannot accept this recommendation.

Recommendation 9.

Adopting a protective stance in our relationship with the natural environment is important. But we have to do more. We need to learn how to work with the natural enviroment in ways that will ensure our well-being and sustainable development.

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We could, for example, look into the potential for modelling our technologies (the ones we use to provide ourselves with water, housing, food products, transportation and energy) upon the ways natural systems operate. In life-support systems designed by nature, nothing is wasted. Everthing produced in an ecosystem is reused or recycled within a cirle of life. If we adopted this design principle, the quality of the natural environment would be enhanced and new forms of employment and economic growth would be created.

We would like the regional government to seriously explore this option.

Recommendation 10.

No comment.

Recommendation 11.

This seems to be a reasonable recommendation. But how will overall growth in the rural areas be limited to 10 per cent of total regional growth? Also, is 10 per cent the right guideline? Should it be lower? There is no analysis in the strategy that gives members of the community a sufficient understanding of the issues involved in these questions.

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General Comments and Conclusions

It would not be wise to accept the recommendations in the present Regional Development Strategy. The strategy lacks a comprehensive theme for guiding the growth and development of the Ottawa-Carleton region.

A new study needs to be initiated. The aim of this study could be to re-examine and re-think how we want to live in the region, and to produce fresh and well-grounded options for future growth and development. The theme of the study could be Sustainable Development: Options for Reinhabiting and Redesigning Our Community.

This study would have a process of community consultation quite different than the one used for developing the current strategy. The regional planners would not draw up a detailed strategy and then ask members of the community to comment on it. Instead, the following steps would take place:

1. There would be informal conversations and brainstorming sessions throughout communities in the region, at which community members would talk about how they want to live. They would also discuss different kinds of growth and development options. Planners could attend these meetings and be asked to study the options that community members are most interested in.
2. After conducting studies on the selected options, the planners would present their findings to the community members. The findings would be discussed at community meetings.
3. After a consensus has been developed among community members about what the best options are, planners would draft a detailed report that would go to members of the community and the regional government's planning committee.

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4. A public hearing would be held at which members of the community and the planning committee would discuss the different options and come to a consensus about the best ways to shape and reshape the growth and development of the region. (More than one public hearing would probably be needed to cover all the concerns and issues involved.)

The above suggestion for a new study and a different kind of community consultation process is not, of course, a fixed blueprint. It is a proposal that needs to be more fully developed, by both members of the community and the regional goverment.

The primary point we are making is that a new study must be done to give birth to an innovative and well-grounded regional development plan.

POOR
QUALITY
ORIGINAL